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GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

Report by the Railway Board
ON
INDIAN RAILWAYS
FOR
1935—36
Volume II—Statistics

(Compiled by Controller of Railway Accounts)



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- (2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published yearly. Price Rs. 1-12-0 or 3s.
- (3) History of Indian Railways, constructed and in progress corrected up to 31st March 1933. Published quinquennially. Price Rs. 6-0-0 or 9s. 9d.
- (4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20-0-0 (corrected upto 1st July 1935).

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- (a) Original descriptions of railway works and studies of railway problems in India and elsewhere.
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INTRODUCTORY NOTE.

1. For the information of foreign readers of this report, who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2 An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs 50 lakhs and over a year

Class II—Railways with gross earnings of less than Rs 50 lakhs a year, but exceeding Rs. 10 lakhs a year

Class III—Railways with gross earnings of Rs 10 lakhs and under a year

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.

SECTION A

FINANCIAL AND STATISTICAL
SUMMARIES.

[For details, see Statement 1, pages 22-23.]

FINANCIAL SUMMARIES.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1934-35 and 1935-36 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.

(In thousands of rupees.)

| Classification. | Year. | *Capital at charge. | Net Revenue Receipts | Percentage of Net Revenue Receipts on Capital at Charge. (Col 4 × 100) Col. 3 | CHARGES AGAINST NET REVENUE RECEIPTS. | | | NET GAIN OR LOSS TO GOVT. [DIFFERENCE BETWEEN COLUMNS (4) AND (8)] | | Percentage of Gain or Loss on Capital at Charge. (Col 9 or 10 × 100) Col. 3 |
|--|---------|---------------------|----------------------|---|--|-------------------|----------------|---|-------------|---|
| | | | | | Payments on account of share of surplus profits and of Net Revenue Receipts. | Interest payments | Total charges. | Gain | Loss | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| Central. | | | | | | | | | | |
| 1. State Lines worked by the State. | 1934-35 | 5,00,74,66 | 15 73,71 | 3 14 | .. | 19,95,09 | 19,95,09 | .. | 4,21,38 | —0 84 |
| | 1935-36 | 4,97,64,51 | 16,23,59 | 3 26 | .. | 19,67,21 | 19,67,21 | .. | 3,43,62 | —0 69 |
| 2. State Lines worked by Companies or by Indian States | 1934-35 | 2,91,44,58 | 11,22,51 | 3 85 | 61,12 | 11,70,37 | 12,31,49 | .. | 1,08 98 | —0 37 |
| | 1935-36 | 2,88,28,02 | 11,23,05 | 3 90 | 50,95 | 11,58,69 | 12,09,64 | .. | 86,59 | —0 30 |
| 3. Miscellaneous items | 1934-35 | 3,10,31 | . | . | . | 14,60 | 14,60 | .. | 14,60 | —4 70 |
| | 1935-36 | 3,09,50 | .. | . | .. | 13,10 | 13,10 | .. | 13,10 | —4 23 |
| 4. Total Central | 1934-35 | 7,95,29,55 | 26,96,22 | 3 39 | 61,12 | 31,80,06 | 32 41,18 | .. | (a) 5,44,96 | —0 69 |
| | 1935-36 | 7,89,02,03 | 27,46,64 | 3 48 | 50,95 | 31,39,00 | 31,89,95 | .. | (a) 4,43,31 | —0 56 |
| Provincial. | | | | | | | | | | |
| 5. Total Provincial | 1934-35 | 14,61 | . | .. | . | 51 | 51 | . | 51 | —3 49 |
| | 1935-36 | 14,61 | . | . | . | 51 | 51 | .. | 51 | —3 49 |
| 6. GRAND TOTAL | 1934-35 | 7,95,44,16 | 26,96,22 | 3 39 | 61,12 | 31,80,57 | 32,41,69 | .. | 5,45,47 | —0 69 |
| | 1935-36 | 7,89,16,64 | 27,46,64 | 3 48 | 50,95 | 31,39,51 | 31,90,46 | . | 4,43,82 | —0 56 |

* On open lines and on lines wholly or partly under construction (including ferries and suspense).
(a) See also footnote * under Statement 1 on page 23.

[For details, see Statement 2 (a), pages 24-27.]

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1935 and 1936.

(In thousands of rupees.)

| Details. | State owned lines worked by the State. | | State owned lines worked by Companies and other miscellaneous items. | | Total State-owned railways. | |
|---|--|------------------|--|-----------------|-----------------------------|------------------|
| | 31st March 1935. | 31st March 1936. | 31st March 1935 | 31st March 1936 | 31st March 1935. | 31st March 1936. |
| | (Cols 2+4) | (Cols 3+5.) | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1 Liabilities incurred in the purchase of railways — | | | | | | |
| (a) During the year | .. | . | | | | .. |
| (b) To end of the year | 1,20,39,51 | 1,16,56,81 | 49,00,02 | 44 52,15 | 1,69,39,53 | 1,61,08,96 |
| 2. Capital outlay during the financial year from funds provided by the State — | | | | | | |
| (a) Works | 97,65 | 1,51,03 | 1,00,29 | 88,16 | 1,97,94 | 2,39,19 |
| (b) Rolling-stock | —1,07,45 | —35,76 | 38,70 | 40,74 | —68,75 | 4,98 |
| (c) General charges | 2,32 | 1,23 | —17,80 | —8,52 | —15,48 | —7,29 |
| (d) Stores, etc., not finally charged off in the accounts. | —79,70 | 10,74 | —8,88 | 10,12 | —88,58 | 20,86 |
| (e) Total | —87,18 | 1,27,24 | 1,12,31 | 1,30,50 | 25,13 | 2,57,74 |
| 3. Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase — | | | | | | |
| (a) Works | 2,62,35,26 | 2,63,24,30 | 1,63,45,50 | 1,61,61,97 | 4,25,80,76 | 4,24,86,27 |
| (b) Rolling-stock | 97,48,28 | 97,12,53 | 66,80,05 | 69,83,52 | 1,64,28,33 | 1,66,96,05 |
| (c) General charges | 14,54,28 | 14,67,56 | 11,87,63 | 11,81,77 | 26,41,91 | 26,49,33 |
| (d) Stores, etc., not finally charged off in the accounts. | 5,97,33 | 6,03,31 | 3,56,30 | 3,72,72 | 9,53,63 | 9,76,03 |
| (e) Total | 3,80,35,15 | 3,81,07,70 | 2,45,69,48 | 2,46,99,98 | 6,26,04,63 | 6,28,07,68 |
| 4. Total Capital at Charge at the end of the financial year [Items 1(b) plus 3 (e)]. | 5,00,74,66 | 4,97,64,51 | 2,94,69,50 | 2,91,52,13 | 7,95,44,16 | 7,89,16,64 |

II-B.—Summary of Capital Outlay to the end of the years 1934 35

| Classification. | Year. | CAPITAL OUTLAY DURING THE YEAR. | | | | |
|--|-----------|---------------------------------|----------------|--------------------------------------|--|---------|
| | | Works. | Rolling-stock. | General charges (including ferries). | Stores, etc., not finally charged off in the accounts. | Total |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. Branch line Companies' Railways under Guarantee Terms— | | Rs. | Rs. | Rs. | Rs. | Rs. |
| (a) Worked by the branch line company | 1934-35 . | —56 | 3 | 57 | —29 | —25 |
| | 1935-36 . | 7 | —2 | Nil | 3 | 8 |
| (b) Worked by the main line | 1934-35 . | 1,14 | Nil | Nil | Nil | 1,14 |
| | 1935-36 . | 12 | Nil | 18 | Nil | 30 |
| 2. Branch line Companies' Railways under rebate terms worked by the main line. | 1934-35 . | 3,02 | 71 | —3 | Nil | 3,70 |
| | 1935-36 . | 78 | 14 | 11 | Nil | 1,03 |
| 3. Branch line Companies' Railways under guarantee and rebate terms. | 1934-35 . | 22 | —8 | Nil | Nil | 14 |
| | 1935-36 . | 56 | Nil | Nil | Nil | 56 |
| 4. Companies' lines subsidized by the Government of India. | 1934-35 . | —4,85 | 4,98 | 9,59 | —72 | 9,00 |
| | 1935-36 . | 6,66 | 9,74 | 1 | —21 | 16,20 |
| 5. Companies' lines subsidized by Local Governments | 1934-35 . | 50 | Nil | Nil | 3 | 53 |
| | 1935-36 . | 11 | Nil | Nil | —27 | —16 |
| 6. Unassisted Companies' lines | 1934-35 . | Nil | 15 | Nil | —1 | 14 |
| | 1935-36 . | 15 | 15 | Nil | —5 | 25 |
| 7. District Board lines | 1934-35 . | 66 | —15 | —5 | Nil | —86 |
| | 1935-36 . | 50 | —1,74 | 1 | Nil | —1,23 |
| 8. Companies' lines subsidized by District Boards. | 1934-35 . | 53 | 7 | 3 | —8 | 55 |
| | 1935-36 . | 1,19 | 73 | 2 | 1,04 | 2,98 |
| 9. Indian State lines worked by Indian States | 1934-35 . | 79,73 | 28,98 | 3,52 | —9,16 | 1,03,07 |
| | 1935-36 . | 32,38 | 19,09 | 75 | 2,25 | 54,47 |
| 10. Indian State lines worked by the main line | 1934-35 . | 1,21 | 18,19 | 23 | —17 | —16,92 |
| | 1935-36 . | 41 | 74 | —89 | 20 | 46 |
| 11. Companies' lines guaranteed by Indian States | 1934-35 . | Nil | 2 | Nil | Nil | 2 |
| | 1935-36 . | Nil | 1 | Nil | Nil | 1 |
| 12. Lines in Foreign territory worked by British Indian Railway Companies. | 1934-35 . | 4,75 | Nil | Nil | Nil | 4,75 |
| | 1935-36 . | 54 | Nil | Nil | Nil | 54 |
| 13. TOTAL | 1934-35 . | 85,03 | 16,52 | 13,86 | —10,40 | 1,05,01 |
| | 1935-36 . | 43,47 | 28,84 | 19 | 2,99 | 75,49 |
| 14. Miscellaneous | 1934-35 . | Nil | Nil | Nil | Nil | Nil |
| | 1935-36 . | Nil | Nil | Nil | Nil | Nil |
| 16. GRAND TOTAL | 1934-35 . | 85,03 | 16,52 | 13,86 | —10,40 | 1,05,01 |
| | 1935-36 . | 43,47 | 28,84 | 19 | 2,99 | 75,49 |

[For details, see Statement 2 (b), pages 28—39].

and 1935-36 of other than State-owned Railways. (In thousands of rupees.)

| § TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR. | | | | | Classification. |
|--|----------------|-------------------------------------|--|----------|---|
| Works. | Rolling stock. | General charges (including ferries) | Stores, etc., not finally charged off in the accounts. | Total | |
| 8 | 9 | 10 | 11 | 12 | 13 |
| Rs | Rs | Rs | Rs | Rs | |
| 92,54 | 21,33 | 9,31 | 1,52 | 1,24,70 | 1. Branch line Companies' Railways under Guarantee Terms— |
| 92,61 | 21,31 | 9,31 | 1,55 | 1,24,78 | |
| 82,00 | 1,17 | 7,71 | Nil | 90,88 | (a) Worked by the branch line company |
| 82,12 | 1,17 | 7,89 | Nil | 91,18 | |
| 6,18,34 | 56,92 | 79,52 | Nil | 7,54,78 | (b) Worked by the main line. |
| 5,84,71 | 57,03 | 77,61 | Nil | 7,19,35 | |
| 1,77,14 | 2,96 | 9,56 | 2,00 | 1,91,66 | 2 Branch line Companies' Railways under rebate terms worked by the main line. |
| 1,77,70 | 2,96 | 9,56 | 2,00 | 1,92,22 | |
| *12,42,18 | 4,02,89 | 1,22,35 | 12,98 | 17,80,40 | 3 Branch line Companies' Railways under guarantee and rebate terms |
| *12,48,84 | 4,12,63 | 1,22,36 | 12,77 | 17,96,60 | |
| 1,06,64 | 72,38 | 21,08 | 1,10 | 2,04,20 | 4. Companies' lines subsidized by the Government of India |
| 1,06,75 | 72,38 | 21,08 | 3,83 | 2,04,04 | |
| 51,52 | 12,74 | 2,48 | 23 | 66,97 | 5 Companies lines subsidized by Local Governments |
| 51,67 | 12,89 | 2,48 | 18 | 67,22 | |
| 70,90 | 6,86 | 6,48 | Nil | 84,24 | 6. Unassisted Companies' lines |
| 71,40 | 5,12 | 6,49 | Nil | 83,01 | |
| 1,04,55 | 39,16 | 2,57 | 1,54 | 1,48,12 | 7 District Board lines |
| 1,05,88 | 40,19 | 2,59 | 2,60 | 1,51,26 | |
| 28,55,48 | 9,30,42 | 1,88,40 | 72,04 | 10,46,34 | 8. Companies' lines subsidized by District Boards |
| 28,87,86 | 9,49,51 | 1,89,15 | 74,29 | 41,00,81 | |
| 10,64,87 | 96,22 | 80,18 | 5,81 | 12,47,08 | 9 Indian State lines worked by Indian States |
| 10,65,26 | 96,96 | 79,29 | 6,01 | 12,47,52 | |
| 8,43 | 5,91 | 1,76 | Nil | 16,13 | 10 Indian State lines worked by the main line |
| 8,43 | 5,95 | 1,76 | Nil | 16,14 | |
| †2,37,15 | Nil | 1,50 | Nil | 2,38,65 | 11 Companies' lines guaranteed by Indian States |
| †2,37,69 | Nil | 1,50 | Nil | 2,39,19 | |
| 67,11,74 | 16,49,29 | 5,32,90 | 1,00,22 | 89,94,15 | 12 Lines in Foreign territory worked by British Indian Railway Companies |
| 67,20,92 | 16,78,10 | 5,31,07 | 1,03,23 | 90,33,32 | |
| 8,23 | Nil | 64 | Nil | 8,87 | 13 TOTAL |
| 8,23 | Nil | 64 | Nil | 8,87 | |
| 67,19,97 | 16,49,29 | 5,33,54 | 1,00,22 | 90,03,02 | 14. Miscellaneous. |
| 67,29,15 | 16,78,10 | 5,31,71 | 1,03,23 | 90,42,19 | |
| | | | | | 15. GRAND TOTAL. |

* Includes 11,95 being the capital outlay of Matheran Light Railway to the end of 1927-28, the details of which are not available.

† Includes 2,25,65 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

‡ Includes 2,26,19 being the capital outlay on the West of India Portuguese Railway, the details of which are not available

§ Ordinarily the figures shown under the head "Total capital outlay to the end of the year" should agree with the figures under the same head in the previous year plus those shown under "Capital outlay during the year" in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the year.

|| Revised figures.

[For details, see Statement 4, page 42.]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1934-35 and 1935-36.

| Particulars. | CENTRAL. | | | | | | | | Total Provincial. | | Grand Total | |
|---|---------------------------------|-----------|---|-----------|---------------------|----------|-----------|-----------|-------------------|---------|-------------|-----------|
| | Statelines worked by the State. | | Statelines worked by companies or by Indian States. | | Miscellaneous items | | Total | | | | | |
| | 1934-35 | 1935-36 | 1934-35 | 1935-36 | 1934-35. | 1935-36 | 1934-35 | 1935-36 | 1934-35 | 1935-36 | 1934-35 | 1935-36 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 1. Interest on sterling debt . . . £ | 3,606,880 | 3,527,582 | 899,366 | 899,366 | . | . | 4,506,246 | 4,426,948 | .. | . | 4,506,246 | 4,426,948 |
| 2. Interest on capital contributed by companies :— | | | | | | | | | | | | |
| (a) On share capital £ | .. | . | 420,000 | 420,000 | . | . | 420,000 | 420,000 | . | .. | 420,000 | 420,000 |
| (b) On debenture and debenture stock £ | .. | .. | 502,083 | 493,035 | .. | .. | 502,083 | 493,035 | . | .. | 502,083 | 493,035 |
| 3. TOTAL . . . £ | .. | .. | 922,083 | 913,035 | | | 922,083 | 913,035 | | | 922,083 | 913,035 |
| 4. GRAND TOTAL . . . £ | 3,606,880 | 3,527,582 | 1,821,449 | 1,812,401 | . | . | 5,428,329 | 5,339,983 | . | .. | 5,428,329 | 5,339,983 |
| 5. Converted into rupees at average rate of exchange . . . (In thousands of rupees.) | 4,79,50 | 4,67,91 | 2,43,27 | 2,42,04 | (a)—73 | (a)—1,25 | 7,22,04 | 7,08,70 | .. | .. | 7,22,04 | 7,08,70 |
| 6. Interest on capital outlay provided by Government . . . (In thousands of rupees.) | 15,15,55 | 14,99,26 | 9,19,60 | 9,09,15 | 15,33 | 14,35 | 24,50,48 | 24,22,76 | 51 | 51 | 24,50,99 | 24,23,27 |
| 7. Interest on rupee debt. (In thousands of rupees.) | 4 | 4 | 7,50 | 7,50 | . | .. | 7,54 | 7,54 | .. | . | 7,54 | 7,54 |
| 8. GRAND TOTAL . . . (In thousands of rupees.) | 19,95,09 | 19,67,21 | 11,70,37 | 11,58,69 | 14,60 | 13,10 | 31,80,06 | 31,39,00 | 51 | 51 | 31,80,57 | 31,39,51 |

(a) Represents exchange charges

[For details, see Statement No. 3, pages 40 and 41.]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1934-35 and 1935-36.

[In thousands of rupees]

| Class of Railways. | Year. | GROSS REVENUE RECEIPTS | | | WORKING EXPENSES | | | | Payment to worked lines. | Net Revenue Receipts | Percentage of ordinary working expenses to earnings |
|---|---------|------------------------|----------|----------|------------------|--|----------|----------|--------------------------|----------------------|---|
| | | Earnings | Suspense | Total | Ordinary | Appropriation to Depreciation Reserve Fund | Suspense | Total | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| State Railways worked by State . | 1934-35 | 56,83,22 | 16,61 | 56,99,83 | 31,94,10 | 8,70,62 | —8,55 | 10,56,17 | 69,95 | 15,73,71 | 56.20 |
| | 1935-36 | 57,57,48 | —19,95 | 57,37,53 | 32,15,28 | 8,39,56 | —6,19 | 40,39,65 | 74,29 | 16,23,59 | 55.85 |
| State Railways worked by Companies or Indian States and Miscellaneous | 1934-35 | 39,46,79 | —8,09 | 39,38,70 | 21,08,21 | 5,01,15 | —21 | 26,09,15 | 2,07,04 | 11,22,51 | 53.42 |
| | 1935-36 | 39,77,44 | —3,39 | 39,74,05 | 21,52,20 | 4,94,41 | —5,99 | 26,40,62 | 2,10,38 | 11,23,05 | 54.11 |
| Total . | 1934-35 | 96,30,01 | 8,52 | 96,38,53 | 53,02,31 | 13,71,77 | —8,76 | 66,65,32 | 2,76,99 | 26,96,22 | 55.06 |
| | 1935-36 | 97,34,92 | —23,34 | 97,11,58 | 53,67,48 | 13,24,97 | —12,18 | 66,80,27 | 2,84,67 | 27,46,64 | 55.14 |

[For details, see Statement 5, pages 43-47.]

V.—Summary of Capital at Charge*, Revenue Earnings and Expenses of Railways for the years 1934-35 and 1935-36

[In thousands of rupees.]

| Classification. | Year | For the system i.e. both State-owned and other than State-owned portions | | | | | |
|--|-----------|--|------------------|--------------------|------------------------|---|---|
| | | † Total capital at charge | § Gross earnings | § Working expenses | Net earnings (Col 4—5) | Percentage of working expenses to gross earnings. (Col 5 × 100 / Col 4) | Percentage of net earnings on total capital at charge given in column 3. (Col 6 × 100 / Col. 3) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| By classes of railways | | | | | | | |
| Class I Railways | 1934-35 . | 8,17,34,07 | 99,12,74 | 65,93,97 | 33,18,77 | 66.52 | 3.92 |
| | 1935-36 . | 8,41,06,77 | 1,00,19,03 | 66,37,41 | 33,81,62 | 66.25 | 4.02 |
| Class II Railways | 1934-35 . | 27,06,85 | 3,11,81 | 1,93,39 | 1,18,45 | 62.02 | 4.38 |
| | 1935-36 . | 27,38,40 | 3,09,02 | 1,98,66 | 1,10,36 | 64.29 | 4.03 |
| Class III Railways | 1934-35 . | ††5,98,80 | 57,31 | ††12,69 | ††14,62 | ††4.49 | ††2.44 |
| | 1935-36 . | 6,11,82 | 56,95 | 13,58 | 13,37 | 76.52 | 2.19 |
| Other items not included in the preceding heads | 1934-35 . | 5,07,46 | —82 | 2,30,13 | —2,30,95 | .. | .. |
| | 1935-36 . | 5,01,84 | —83 | 2,14,23 | —2,15,06 | .. | .. |
| By Ownership | | | | | | | |
| Total State Railways (a) | 1934-35 . | 7,90,36,70 | ††91,07,09 | ††61,75,39 | ††29,31,70 | ††67.81 | ††3.71 |
| | 1935-36 . | 7,84,14,80 | 92,02,64 | 62,02,32 | 30,00,32 | 67.40 | 3.83 |
| Other items not included in the preceding heads. | 1934-35 . | 5,07,46 | —82 | 2,30,13 | —2,30,95 | .. | .. |
| | 1935-36 . | 5,01,84 | —83 | 2,14,23 | —2,15,06 | .. | .. |
| Total other Railways | 1934-35 . | ††89,94,15 | ††11,74,38 | ††6,54,20 | ††5,20,18 | ††55.71 | ††5.78 |
| | 1935-36 . | 90,33,32 | 11,81,98 | 6,76,88 | 5,05,10 | 57.27 | 5.59 |
| Miscellaneous | 1934-35 . | (b) 8,87 | 42 | 46 | —4 | .. | .. |
| | 1935-36 . | (b) 8,87 | 38 | 45 | —7 | .. | .. |
| GRAND TOTAL | 1934-35 . | ††8,85,47,18 | 1,02,81,07 | ††70,60,18 | ††32,20,89 | 68.67 | 3.64 |
| | 1935-36 . | 8,79,58,83 | 1,03,84,17 | 70,93,88 | 32,90,29 | 68.31 | 3.74 |

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ Or open lines and on lines wholly or partly under construction (including ferries and suspense.)

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(a) The method of exhibiting the figures in Summary IV has been changed from 1934-35; the figures shown therein are not, therefore, susceptible of agreement with those in Summary V or Summary VI.

(b) See details at the foot of Statement 2 (b) for the year concerned.

†† Revised figures.

[For details, see Statement 5, pages 43—47 and Statement 8, pages 62-77.]

VI.—Summary of ^{Capital at Charge}
Capital outlay†, Revenue Earnings and Expenses and Mileage of Railways
classified according to methods of working for the years 1934-35 and 1935-36.*

| Classification. | Year. | Route mileage on 31st March. | In thousands of rupees. | | | | REMARKS. |
|---|-----------|------------------------------------|---|----------------------|------------------------|-----------------|----------|
| | | | ‡ Total capital at charge. Capital Outlay | Gross earnings. § | Working expenses. § | Net earnings | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1. State lines worked by the State (a) . | 1934-35 . | Miles. 17,685.24 | 4,98,78.90 | 55,62.40 | 40,01.31 | 15,61.09 | |
| | 1935-36 | 17,736.12 | 4,95,73.56 | 56,34.79† | 39,80.94 | 16,53.85 | |
| 2. State lines worked by companies(a) . | 1934-35 | 13,982.88 | 2,91,57.80 | ††35,44.69 | ††21,74.08 | ††13,70.61 | |
| | 1935-36 . | 14,045.44 | 2,88,41.24 | 35,67.85 | 22,21.38 | 13,46.47 | |
| 3. Branch line companies' railways under Guarantee terms, worked by the Branch line company | 1934-35 . | 177.93 | 1,24.70 | 6.61 | 5.93 | 68 | |
| | 1935-36 . | 177.93 | 1,24.78 | 5.72 | 6.01 | —29 | |
| 4. Branch line companies' railways under Guarantee terms worked by the main line | 1934-35 . | 114.65 | 90.88 | 9.99 | 5.04 | 4.95 | |
| | 1935-36 . | 114.65 | 91.18 | 9.63 | 4.85 | 4.78 | |
| 5. Branch line companies' railways under Rebate terms, worked by the main line. | 1934-35 | 1,131.59 | 7,54.78 | 80.51 | 44.09 | 36.42 | |
| | 1935-36 . | 1,076.58 | 7,19.35 | 78.58 | 43.16 | 35.42 | |
| 6. Branch line companies' railways under Guarantee and rebate terms. | 1934-35 | 166.60 | 1,91.66 | 11.63 | 6.00 | 5.63 | |
| | 1935-36 | 166.60 | 1,92.22 | 11.85 | 6.10 | 5.55 | |
| 7. Companies' lines subsidized by the Government of India. | 1934-35 . | 2,032.30 | 17,80.40 | ††2,71.79 | ††1,28.62 | ††1,43.17 | |
| | 1935-36 . | 2,031.85 | 17,96.60 | 2,77.67 | 1,32.34 | 1,45.33 | |
| 8. Companies' lines subsidized by Local Governments | 1934-35 . | 137.09 | 2,04.20 | 32.65 | 20.92 | 11.73 | |
| | 1935-36 . | 137.09 | 2,04.04 | 31.69 | 20.68 | 11.01 | |
| 9. Unassisted companies' lines . . . | 1934-35 . | 164.25 | 66.97 | 3.88 | 3.32 | 56 | |
| | 1935-36 . | 164.25 | 67.22 | 3.75 | 3.13 | 62 | |
| 10. District Board lines | 1934-35 . | 136.43 | 84.24 | 14.89 | 7.83 | 7.06 | |
| | 1935-36 . | 136.43 | 83.01 | 16.04 | 8.72 | 7.32 | |
| 11. Companies' lines subsidized by Dis- trict Boards | 1934-35 | 273.62 | ††1,48.12 | 30.71 | ††20.44 | ††10.27 | |
| | 1935-36 . | 273.62 | 1,51.26 | 29.88 | 20.62 | 9.26 | |
| 12. Indian State lines worked by Indian States. | 1934-35 | 5,284.51 | 40,46.34 | 5,04.24 | 2,92.05 | 2,12.19 | |
| | 1935-36 | 5,324.96 | 41,00.81 | 5,05.95 | 3,07.87 | 1,98.09 | |
| 13. Indian State lines worked by the main line | 1934-35 . | 1,602.25 | 12,47.08 | ††1,78.69 | ††1,03.42 | ††75.27 | |
| | 1935-36 . | 1,601.57 | 12,47.52 | 1,87.02 | 1,08.05 | 78.97 | |
| 14. Companies' lines guaranteed by Indian States | 1934-35 | 38.63 | 16.13 | 1.11 | 1.00 | 11 | |
| | 1935-36 | 38.63 | 16.14 | 1.27 | 1.06 | 21 | |
| 15. Lines in foreign territory worked by British Indian railway com- panies | 1934-35 | 73.54 | 2,38.65 | 27.68 | 15.54 | 12.14 | |
| | 1935-36 . | 73.54 | 2,39.19 | 23.13 | 14.29 | 8.84 | |
| 16. Miscellaneous | 1934-35 . | 19.12 | (b) 8.87 | 42 | 46 | —4 | |
| | 1935-36 . | 19.12 | (b) 8.87 | 38 | 45 | —7 | |
| 17. Other items not included in the preceding heads | 1934-35 . | .. | 5,07.46 | —82 | 2,30.13 | —2,30.95 | |
| | 1935-36 . | .. | 5,01.84 | —83 | 2,14.23 | —2,15.06 | |
| 18 TOTAL | 1934-35 . | 43,020.63 | ††8,85,47.18 | 1,02,81.07 | ††70,60.18 | ††32,20.89 | |
| | 1935-36 | 43,118.38 | 8,79,58.83 | 1,03,84.17 | 70,93.88 | 32,90.26 | |

(a) Please see footnote (a) in Summary V on page 7

(b) See details at the foot of Statement 2 (b) for the year concerned.

* In the case of State-owned Railways.

† In the case of other than State-owned Railways.

‡ On open line and on lines wholly or partly under construction (including ferries and suspension).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period, irrespective of whether the earnings have been realized or the expenses paid. They are the administrative figures of Railway Accounts.

|| Include State lines worked by Indian States.

†† Revised figures.

VII.—Summary of the Mileage of Railways on 31st March 1936.

| Classification. | ROUTE MILEAGE OPEN ON THE 31st MARCH 1936 | | | TRACK MILEAGE OPEN ON THE 31st MARCH 1936 | | | Route mileage opened during the financial year 1935-36 | ROUTE MILEAGE AUTHO- RISED BUT NOT OPEN FOR TRAFFIC ON 31st MARCH 1936. | |
|--|--|---|-----------|--|-----------|-----------|--|--|----------------------------|
| | Single line. | Double, treble, etc., lines as the case may be. | Total | Running track. | Sidings. | Total. | | Sanctioned but not commenced. | Under con- struction |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| I. (a) Class I Railways— | | | | | | | | | |
| 5' 6" gauge | 17,770 88 | 3,425·24 | 21,196 12 | 24,877 10 | 7,420 99 | 32,298 09 | 1·54 | <i>Nil</i> | <i>Nil</i> |
| 3' 3½" gauge | 14,687·19 | 267 53 | 14,954·72 | 15,237·80 | 3,267 13 | 18,504 93 | 85 19 | <i>Nil</i> | <i>Nil</i> |
| 2' 6" and 2' 0" gauges . . | 2,216 58 | <i>Nil</i> | 2,216 58 | 2,216 58 | 250 84 | 2,467 42 | <i>Nil</i> | <i>Nil</i> | <i>Nil</i> |
| Total . | 31,674 65 | 3,692 77 | 38,367 42 | 42,331 48 | 10,938 96 | 53,270 44 | 86 73 | <i>Nil</i> | <i>Nil</i> |
| (b) Class II Railways— | | | | | | | | | |
| 3' 3½" gauge | 2,622 13 | <i>Nil</i> | 2,622 13 | 2,622 13 | 390 38 | 3,021 51 | 10 83 | <i>Nil</i> | 63·44 |
| 2' 6" and 2' 0" gauges . . | 926 11 | <i>Nil</i> | 926 11 | 926 11 | 112 47 | 1,038 58 | <i>Nil</i> | <i>Nil</i> | <i>Nil</i> |
| Total . | 3,548 24 | <i>Nil</i> | 3,548 24 | 3,548 24 | 511 85 | 4,060 09 | 10 83 | <i>Nil</i> | 63·44 |
| (c) Class III Railways— | | | | | | | | | |
| 3' 3½" gauge | 186 93 | <i>Nil</i> | 186 93 | 186 93 | 27 03 | 213 96 | 13 25 | <i>Nil</i> | <i>Nil</i> |
| 2' 6" and 2' 0" gauges . . | 1,015 79 | <i>Nil</i> | 1,015 79 | 1,017 20 | 103 38 | 1,120 58 | <i>Nil</i> | 0 89 | <i>Nil</i> |
| Total . | 1,202 72 | <i>Nil</i> | 1,202 72 | 1,204 13 | 130 41 | 1,334 54 | 13 25 | 0 89 | <i>Nil</i> |
| II. (a) Total State owned Railways— | | | | | | | | | |
| 5' 6" gauge | 15,771 13 | 3,425 24 | 19,196 37 | 22,877·35 | 7,136 87 | 30,014 22 | 1 54 | <i>Nil</i> | <i>Nil</i> |
| 3' 3½" gauge | 10,718 58 | 249 71 | 10,968 29 | 11,233 55 | 2,557 08 | 13,790 63 | 69 50 | <i>Nil</i> | <i>Nil</i> |
| 2' 6" and 2' 0" gauges . . | 1,618 91 | <i>Nil</i> | 1,618 91 | 1,618 91 | 200 98 | 1,819 89 | <i>Nil</i> | <i>Nil</i> | <i>Nil</i> |
| Total . | 28,108 62 | 3,674 95 | 31,783 57 | 35,729 81 | 9,894 93 | 45,624 74 | 71 04 | <i>Nil</i> | <i>Nil</i> |
| (b) Total Other Railways— | | | | | | | | | |
| 5' 6" gauge | 1,999 75 | <i>Nil</i> | 1,999 75 | 1,999 75 | 284 12 | 2,283 87 | <i>Nil</i> | <i>Nil</i> | <i>Nil</i> |
| 3' 3½" gauge | 6,777 67 | 17 82 | 6,795 49 | 6,813 31 | 1,136 46 | 7,949 77 | 39 77 | <i>Nil</i> | 63 44 |
| 2' 6" and 2' 0" gauges . . | 2,539 57 | <i>Nil</i> | 2,539 57 | 2,549 98 | 265 71 | 2,806 69 | <i>Nil</i> | 0 89 | <i>Nil</i> |
| Total . | 11,316 99 | 17 82 | 11,334 81 | 11,354 04 | 1,686 29 | 13,040 33 | 39 77 | 0 89 | 63 44 |
| III (a) Total State managed Rlys— | | | | | | | | | |
| 5' 6" gauge | 12,109 70 | 2,858·25 | 14,967 95 | 18,035 91 | 5,514 50 | 23,580 41 | 1 54 | <i>Nil</i> | <i>Nil</i> |
| 3' 3½" gauge | 2,983 61 | 214 14 | 3,197 75 | 3,111 89 | 925 78 | 4,317 67 | <i>Nil</i> | <i>Nil</i> | <i>Nil</i> |
| 2' 6" and 2' 0" gauges . . | 967 03 | <i>Nil</i> | 967 03 | 967 03 | 116 33 | 1,083 36 | <i>Nil</i> | <i>Nil</i> | <i>Nil</i> |
| Total . | 16,060 34 | 3,072 39 | 19,132 73 | 22,114 83 | 6,556 61 | 29,001·44 | 1 54 | <i>Nil</i> | <i>Nil</i> |
| (b) Total Other Railways— | | | | | | | | | |
| 5' 6" gauge | 5,661 18 | 566 99 | 6,228 17 | 6,841 19 | 1,876 49 | 8,717 68 | <i>Nil</i> | <i>Nil</i> | <i>Nil</i> |
| 3' 3½" gauge | 14,512 64 | 53·39 | 14,566 03 | 14,634·97 | 2,767 76 | 17,402 73 | 109 27 | <i>Nil</i> | 63 44 |
| 2' 6" and 2' 0" gauges . . | 3,191 45 | <i>Nil</i> | 3,191 45 | 3,192 86 | 350 36 | 3,543 22 | <i>Nil</i> | 0 89 | <i>Nil</i> |
| Total . | 23,365·27 | 620·38 | 23,985 65 | 24,669 02 | 4,994 61 | 29,663 63 | 109 27 | 0 89 | 63 44 |
| IV. Total by gauges— | | | | | | | | | |
| 5' 6" gauge | 17,770 88 | 3,425·24 | 21,196·12 | 24,877 10 | 7,420 99 | 32,298 09 | 1 54 | <i>Nil</i> | <i>Nil</i> |
| 3' 3½" gauge | 17,496 25 | 267·53 | 17,763 78 | 18,046 86 | 3,693 54 | 21,740 40 | 109 27 | <i>Nil</i> | 63·44 |
| 2' 6" and 2' 0" gauges . . | 4,158 48 | <i>Nil</i> | 4,158·48 | 4,159·89 | 466 09 | 4,626 58 | <i>Nil</i> | 0 89 | <i>Nil</i> |
| GRAND TOTAL . | 39,425·61 | 3,692 77 | 43,118·38 | 47,083·85 | 11,581·22 | 58,665 07 | 110 81 | 0 89 | 63·44 |

| | | | | | | | | |
|--|----|----|----|----|----|----|-------|-----------|
| NOTE.—Route mileage open on 31st March 1935 | .. | .. | .. | .. | .. | .. | .. | 43,020.63 |
| Add Route mileage opened during 1935-36 | . | . | .. | .. | .. | .. | .. | 110.81 |
| | | | | | | | Total | 43,131.44 |
| Route mileage open on 31st March 1936 as shown in column 4 above | | | | .. | .. | .. | .. | 43,118.38 |
| Difference (<i>vide</i> details below) | .. | .. | .. | . | .. | .. | — | —13.06 |
| Net decrease on account of realignments, remeasurements, etc. | .. | .. | .. | — | — | — | — | —13.06 |

VIII.—Summary of Equipment showing

| Classification. | LOCOMOTIVES. | | | | RAIL MOTORS. | | STEAM COACHES. | | †ELECTRIC MOTOR COACHES. | | | COACHING VEHICLES. | | | | | | | |
|---|--------------|--------------|-------------------------------|-----------|--------------|--------------|----------------|--------|--------------------------|--------|-------------------------|---|--------|--------|--------|---------|--------------------------------------|---|--|
| | Steam. No. | Electric No. | Total tractive effort in lbs. | | No. | Seats. | No. | Seats. | No. (In units.) | Seats. | Average weight in tons. | EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE. | | | | | OTHER VEHICLES INCLUDING BRAKE VANS. | Railway Service vehicles (including officers' carriages). | |
| | | | Steam. | Electric. | | | | | | | | PASSENGER CARRIAGES. | | | | | | | |
| | | | | | | | | | | | | No. (In units.) | Seats. | | | | | | |
| | | | | | | | | | | | | | 1st. | 2nd. | Inter. | Thrd. | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
| CLASS I RAILWAYS. 5' 6" gauge . . . | 15,422 | 69 | 139,437,096 | 2,116,352 | 1 | 7 | 12 | 1,105 | 93 | 9,188 | 138 | * 9,473 | 23,447 | 44,327 | 61,817 | 646,846 | 3,524 | 1,164 | |
| 3' 3½" gauge . . . | 2,670 | (a)6 | 40,472,923 | (b)41,600 | 3 | 220 | 7 | 623 | 24 | 1,031 | 38 | 7,506 | 10,810 | 15,152 | 13,256 | 361,265 | 1,528 | 591 | |
| 2' 6" and 2' 0" gauges | | | Number. 285 | | | Number. 6 | 6 | 222 | 1 | 16 | 13 | 871 | 1,101 | 1,444 | 1,832 | 26,027 | 91 | 44 | |
| CLASS II RAILWAYS. 3' 3½" gauge . . . | | | 285 | | 13 | .. | .. | .. | .. | .. | .. | 1,009 | 1,391 | 2,487 | 922 | 38,668 | 225 | 79 | |
| 2' 6" and 2' 0" gauges | | | 132 | | 5 | (c)7 | .. | .. | .. | .. | .. | 597 | 344 | 792 | 84 | 16,186 | 47 | 22 | |
| CLASS III RAILWAYS. 3' 3½" gauge . . . | | | 23 | | .. | .. | .. | .. | .. | .. | .. | 73 | 43 | 123 | 88 | 3,085 | 21 | 5 | |
| 2' 6" and 2' 0" gauges | | | 144 | | 18 | 1 | .. | .. | .. | .. | .. | 565 | 569 | 454 | 1,421 | 13,971 | 59 | 13 | |

IX.—Summary of net additions to or reductions

| Classification. 1 | LOCOMOTIVES. | | | | RAIL MOTORS. | | STEAM COACHES. | | †ELECTRIC MOTOR COACHES. | | COACHING VEHICLES. | | | | | | | |
|---|---------------|--------------|-------------------------------|-------------|---------------|--------|----------------|--------|--------------------------|--------|---|--------|------|--------|--------------------------------------|-----|---|--|
| | | | | | | | | | | | EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE. | | | | | | Railway Service vehicles (including officers' carriages). | |
| | Steam No. | Electric No. | Total tractive effort in lbs. | | No. | Seats. | No. | Seats. | No. (In units.) | Seats. | PASSENGER CARRIAGES. | | | | OTHER VEHICLES INCLUDING BRAKE VANS. | | | |
| | | | Steam. | Elec- tric. | | | | | | | No. (In units) | Seats. | | | | | | |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | |
| CLASS I RAILWAYS. 5' 6" gauge . . . | —93 | .. | —1,366,714 | .. | .. | .. | —1 | .. | .. | .. | *—146 | —832 | —108 | —2,681 | —13,676 | —58 | 3 | |
| 3' 3½" gauge . . . | —7 | .. | 229,978 | .. | .. | .. | .. | .. | .. | .. | *—119 | 34 | 327 | 710 | —5,021 | 12 | —21 | |
| 2' 6" and 2' 0" gauges | Number. 3 | | | | Number. .. | | | | .. | .. | —14 | —3 | —5 | 17 | —1,144 | —1 | | |
| CLASS II RAILWAYS. 3' 3½" gauge . . . | 3 | | | | 3 | .. | .. | .. | .. | .. | 4 | —3 | 61 | —245 | 701 | 8 | .. | |
| 2' 6" and 2' 0" gauges | —2 | | | | .. | .. | .. | .. | .. | .. | —11 | .. | —36 | .. | —4 | 6 | 3 | |
| CLASS III RAILWAYS. 3' 3½" gauge . . . | 2 | | | | .. | .. | .. | .. | .. | .. | 7 | 7 | 12 | 10 | 268 | 2 | 1 | |
| 2' 6" and 2' 0" gauges | —1 | | | | 1 | .. | .. | .. | .. | .. | —14 | 5 | 8 | —23 | —202 | —16 | .. | |
| BY GAUGES. 5' 6" gauge . . . | —93 | .. | —1,366,714 | .. | .. | .. | —1 | .. | .. | .. | —146 | —832 | —108 | —2,681 | —13,676 | —58 | 3 | |
| 3' 3½" gauge . . . | Number. —2 | | | | 3 | .. | .. | .. | .. | .. | —108 | 38 | 400 | 475 | —4,052 | 22 | —20 | |
| 2' 6" and 2' 0" gauges | . | | | | 1 | .. | .. | .. | .. | .. | —39 | 2 | —33 | —6 | —1,350 | —10 | 2 | |

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in columns 16 and 17 respectively in Summaries VIII and IX.

† Motor Coach composites.

‡ Includes one Petrol Locomotive.

§ Includes 2,460 Lbs. tractive effort of 1 Petrol Locomotive.

(a) Includes 2 Battery tenders.

(b) For 4 Electric Locomotives only.

(c) Includes 4 Internal Combustion Coaches.

actual stock running on 31st March 1936.

[For details, see Statement 10, pages 79—88 and Statement 34, pages 213—214.]

| GOODS WAGONS. | | | | | | | | | |
|--|-------------------------|--------------------------|-------------------------|-------------------------|-------------------------|--------------------------------------|---|--------------|--------------------------------------|
| EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE | | | | | | | | | |
| COVERED WAGONS. | | OPEN WAGONS, HIGH SIDED. | | OPEN WAGONS, LOW SIDED. | | SPECIAL WAGONS INCLUDING BRAKE VANS. | Railway Service Vehicles including inspection trolleys, travelling cranes and their dummy trucks. | Road Motors. | Classification. |
| No. (In units.) | Total capacity in tons. | No. (In units.) | Total capacity in tons. | No. (In units.) | Total capacity in tons. | No. (In units.) | | No. | |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 | No (In units.) 27 | 28 | 29 |
| 94,677 | 1,992,509 | 38,064 | 824,779 | 4,567 | 101,854 | 12,066 | 3,971 | 103 | CLASS I RAILWAYS 5' 6" gauge |
| 46,995 | 613,782 | 3,078 | 47,338 | 4,376 | 61,822 | 6,335 | 3,977 | 7 | 3' 3½" gauge. |
| Number. 3,454 | | | | | | | 127 | . | 2' 6" and 2' 0" gauges. |
| 6,802 | | | | | | | 177 | . | CLASS II RAILWAYS. 3' 3½" gauge |
| 2,475 | | | | | | | 48 | . | 2' 6" and 2' 0" gauges |
| 405 | | | | | | | 12 | .. | CLASS III RAILWAYS. 3' 3½" gauge. |
| 1,509 | | | | | | | 53 | .. | 2' 6" and 2' 0" gauges. |

in Equipment during the year 1935-36.

[For details, see Statement 11, pages 90—91 and Statement 35, page 215.]

| GOODS WAGONS. | | | | | | | | | |
|---|-------------------------|-----------------|-------------------------|--------------------------------------|-----------------|---|--------------|-------------------------------------|--|
| EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE. | | | | | | | | | |
| COVERED WAGONS. | | OPEN WAGONS | | SPECIAL WAGONS INCLUDING BRAKE VANS. | | Railway Service Vehicles including inspection trolleys, travelling cranes & their dummy trucks. | Road Motors. | Classification. | |
| No. (In units.) | Total capacity in tons. | No. (In units.) | Total capacity in tons. | No. (In units.) | No. (In units.) | | | | |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | | |
| 150 | 9,956 | 104 | 9,087 | 62 | —82 | 1 | 1 | CLASS I RAILWAYS. 5' 6" gauge | |
| 258 | 10,068 | 58 | 1,709 | 54 | —136 | .. | .. | 3' 3½" gauge | |
| Number. —13 | | | | | | —4 | .. | 2' 6" and 2' 0" gauges. | |
| 59 | | | | | | —4 | . | CLASS II RAILWAYS. 3' 3½" gauge. | |
| 12 | | | | | | —2 | .. | 2' 6" and 2' 0" gauges. | |
| —2 | | | | | | .. | .. | CLASS III RAILWAYS. 3' 3½" gauge | |
| 60 | | | | | | 12 | .. | 2' 6" and 2' 0" gauges. | |
| 150 | 9,956 | 104 | 9,087 | 62 | —82 | 1 | 1 | BY GAUGES. 5' 6" gauge. | |
| Total Number. 427 | | | | | | —140 | .. | 3' 3½" gauge. | |
| 59 | | | | | | 6 | .. | 2' 6" and 2' 0" gauges | |

X.—Summary of Passenger and Goods Revenue

| Headings. 1 | CLASS I RAILWAYS. | | CLASS II RAILWAYS. | | CLASS III RAILWAYS. | |
|--|-------------------|------------|--------------------|----------|---------------------|----------|
| | 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. |
| | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. Number of Passengers (in hundreds)— | | | | | | |
| 1st class No. | 468,6 | 460,1 | 18,9 | 17,2 | 12,8 | 12,6 |
| 2nd class " | 5,059,2 | 4,955,8 | 200,5 | 210,8 | 26,7 | 26,0 |
| Inter class " | 10,445,0 | 10,573,0 | 108,6 | 76,5 | 156,8 | 172,1 |
| 3rd class " | 469,646,1 | 473,105,1 | 27,049,0 | 27,808,4 | 9,551,4 | 9,425,3 |
| TOTAL (a) | 485,618,9 | 489,094,0 | 27,377,0 | 28,112,9 | 9,747,7 | 9,636,0 |
| 2. Passenger miles (in thousands)— | | | | | | |
| 1st class Miles | 80,515 | 82,774 | 931 | 844 | *325 | 347 |
| 2nd class " | 302,313 | 323,620 | 8,364 | 9,266 | *725 | 763 |
| Inter class " | 500,798 | 501,495 | 3,915 | 2,245 | 2,257 | 2,344 |
| 3rd class " | 16,103,509 | 16,415,405 | 616,012 | 637,105 | *115,225 | 147,910 |
| TOTAL | 16,987,135 | 17,353,994 | 629,222 | 649,460 | *148,532 | 151,364 |
| 3. Average miles a passenger was carried— | | | | | | |
| 1st class Miles | 171.7 | 179.9 | 49.3 | 49.1 | *25.4 | 27.5 |
| 2nd class " | 59.8 | 65.3 | 41.7 | 43.9 | *27.2 | 29.3 |
| Inter class " | 47.9 | 47.4 | 36.0 | 29.3 | 14.4 | 13.6 |
| 3rd class " | 34.3 | 34.8 | 22.8 | 22.9 | *15.2 | 15.7 |
| TOTAL | 35.0 | 35.5 | 23.0 | 23.1 | *15.2 | 15.7 |
| 4. Earnings from passengers carried (in thousands of rupees)— | | | | | | |
| 1st class Rs. | 75,58 | 76,74 | 1,01 | 93 | 24 | 29 |
| 2nd class " | 1,36,68 | 1,49,77 | 4,15 | 4,39 | 65 | 64 |
| Inter class " | 1,10,12 | 1,09,98 | 1,12 | 66 | 68 | 71 |
| 3rd class " | 25,53,59 | 25,67,47 | 1,20,39 | 1,22,51 | 30,76 | 30,59 |
| TOTAL | 28,75,97 | 28,94,96 | 1,26,67 | 1,28,49 | 32,33 | 32,23 |
| 5. Average rate charged per passenger per mile (in pias)— | | | | | | |
| 1st class Pias | 18.0 | 17.8 | 20.8 | 21.2 | *14.2 | 16.0 |
| 2nd class " | 8.68 | 8.35 | 9.53 | 9.10 | *17.2 | 16.1 |
| Inter class " | 4.22 | 4.21 | 5.49 | 5.64 | 5.78 | 5.82 |
| 3rd class " | 3.04 | 3.00 | 3.75 | 3.69 | *4.07 | 3.97 |
| TOTAL | 3.25 | 3.20 | 3.86 | 3.80 | *4.18 | 4.09 |
| 6. Tons of goods carried (in thousands) (b) | 107,347 | 109,651 | 4,581 | 4,839 | 1,017 | 1,016 |
| 7. Net ton-miles (in thousands) | 20,090,588 | 20,295,579 | 234,294 | 230,757 | *26,753 | 27,348 |
| 8. Average miles a ton of goods was carried | 187 | 185 | 51.1 | 47.7 | *26.3 | 26.9 |
| 9. Earnings from goods carried (in thousands of rupees). | 62,54,81 | 62,93,42 | 1,60,67 | 1,56,98 | *19,15 | 18,53 |
| 10. Average rate charged for carrying a ton of goods one mile | 5.98 | 5.95 | 13.2 | 13.1 | *13.7 | 13.0 |

(a) }
(b) } See remarks on page 13.

* Revised figures.

[For details, see Statements 12, 13 and 36, pages 92—111 and 216—221.]

Statistics for the years 1934-35 and 1935-36.

| 5' 6" gauge. | | 3' 3½" gauge. | | 2' 6" and 2' 0" gauges. | | All Railways | | Headings. |
|--------------|------------|---------------|-----------|-------------------------|----------|--------------|------------|---|
| 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35 | 1935-36 | 1934-35. | 1935-36 | 16 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| 339,6 | 333,8 | 142,0 | 136,8 | 18,7 | 19,3 | 405,9 | 384,4 | 1. Number of Passengers (in hundreds)— |
| 3,928,3 | 3,841,4 | 1,265,0 | 1,259,8 | 93,1 | 91,4 | 1,818,0 | 4,762,9 | 1st class . . . No. |
| 9,045,0 | 9,139,5 | 1,400,9 | 1,408,7 | 264,5 | 273,4 | 10,315,9 | 10,168,6 | 2nd class . . . " |
| 299,187,0 | 302,182,6 | 184,765,2 | 185,394,6 | 22,291,3 | 22,461,6 | 481,051,2 | 488,075,4 | Inter class . . . " |
| | | | | | | | | 3rd class . . . " |
| 312,499,9 | 315,797,3 | 187,573,1 | 188,199,9 | 22,670,6 | 22,845,7 | 196,591,0 | 503,691,3 | TOTAL (a) . . " |
| | | | | | | | | 2 Passenger miles (in thousands)— |
| 67,194 | 68,888 | 13,958 | 14,092 | *619 | 785 | *81,771 | 84,965 | 1st class . . . Miles. |
| 236,875 | 249,069 | 71,188 | 81,475 | *3,039 | 3,105 | *311,402 | 333,649 | 2nd class . . . " |
| 438,016 | 433,360 | 63,426 | 65,194 | 5,528 | 5,530 | 506,970 | 506,084 | Inter class . . . " |
| 11,003,854 | 11,180,393 | 5,463,791 | 5,638,586 | *197,101 | 411,411 | *16,864,716 | 17,230,420 | 3rd class . . . " |
| 11,745,939 | 11,933,710 | 5,612,663 | 5,799,547 | *106,287 | 420,861 | *17,764,889 | 18,154,118 | TOTAL . . " |
| | | | | | | | | 3 Average miles per passenger was carried |
| 197.6 | 206.4 | 98.3 | 101.5 | *3.1 | 49.7 | *201.5 | 218.4 | 1st class . . . Miles. |
| 60.3 | 64.8 | 56.5 | 64.7 | *32.6 | 34.0 | *64.6 | 70.1 | 2nd class . . . " |
| 18.4 | 17.6 | 45.3 | 46.3 | 29.9 | 20.2 | 49.1 | 48.3 | Inter class . . . " |
| 36.8 | 37.0 | 29.6 | 30.4 | *17.8 | 18.3 | *35.1 | 35.3 | 3rd class . . . " |
| 37.6 | 37.8 | 29.9 | 30.8 | *17.9 | 18.4 | *35.8 | 36.0 | TOTAL . . " |
| | | | | | | | | 4 Earnings from passengers carried (in thousands of rupees)— |
| 61,77 | 62,46 | 11,41 | 14,61 | 85 | 89 | 76,83 | 77,96 | 1st class . . . Rs. |
| 1,05,06 | 1,08,34 | 31,21 | 35,16 | 2.21 | 2.30 | 1,41,48 | 1,45,81 | 2nd class . . . " |
| 95,77 | 94,99 | 14,50 | 14,63 | 1.55 | 1.73 | 1,11.92 | 1,11,35 | Inter class . . . " |
| 17,16,96 | 17,30,44 | 9,05,24 | 9,07,82 | 82.51 | 82.31 | 27,04,71 | 27,20,57 | 3rd class . . . " |
| 19,79,56 | 19,96,23 | 9,65,16 | 9,72,22 | 87.25 | 87.23 | 30,31,97 | 30,55,68 | TOTAL . . " |
| | | | | | | | | 5 Average rate charged per passenger per mile (in pice)— |
| 17.7 | 17.4 | 19.5 | 19.6 | *26.4 | 21.8 | *18.0 | 17.8 | 1st class . . . Pice. |
| 8.52 | 8.53 | 9.19 | 8.29 | *11.0 | 14.2 | *8.72 | 8.39 | 2nd class . . . " |
| 4.20 | 4.19 | 4.39 | 4.31 | 5.73 | 6.01 | 4.21 | 4.22 | Inter class . . . " |
| 3.00 | 2.97 | 3.18 | 3.09 | *3.99 | 3.84 | *3.08 | 3.03 | 3rd class . . . " |
| 3.24 | 3.21 | 3.31 | 3.22 | *1.12 | 3.98 | *3.28 | 3.23 | TOTAL . . " |
| 79,238 | 81,706 | 30,379 | 30,363 | 3,278 | 3,437 | 84,503 | 86,932 | 6. Tons of goods carried (in thousands) (b). |
| 16,397,375 | 16,702,028 | 3,823,592 | 3,718,827 | *130,668 | 132,829 | *20,351,635 | 20,553,684 | 7. Net ton-miles (in thousands). |
| 207 | 204 | 125.9 | 122.5 | *39.9 | 38.0 | *240.8 | 236.4 | 8 Average miles a ton of goods was carried. |
| 46,86,19 | 47,74,82 | 16,48,41 | 15,93,44 | *99,93 | 1,00,67 | *64,34,53 | 64,68,93 | 9. Earnings from goods carried (in thousands of rupees). |
| 5.49 | 5.49 | 8.28 | 8.23 | *11.7 | 14.6 | *6.07 | 6.04 | 10 Average rate charged for carrying a ton of goods one mile. Pice. |

(a) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(b) The above remarks apply to tons carried also.

* Revised figures.

[For details, see Statement 5, pages 43—47 and Statement 14, pages 112—116.]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1934-35 and 1935-36.

| Class or Gauge. | Year. | NET EARNINGS. | | | WORKING EXPENSES.* | | | GROSS EARNINGS. | | | |
|---------------------------|---------|-----------------------|-----------------|-----------------------|-------------------------|-----------------|--------------------------------|-----------------------|-----------------|-----------------------|--------------------------------|
| | | Total (in thousands). | Per train mile. | Per mean mile worked. | Total (in thousands). | Per train mile. | Per mean mile worked per week. | Total (in thousands). | Per train mile. | Per mean mile worked. | Per mean mile worked per week. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | Rs | Rs. | Rs. | Rs. | Rs. | Rs | Rs. | Rs. | Rs. | Rs. |
| | | | | | By classes of railways. | | | | | | |
| Class I Railways | 1934-35 | 33,18,77 | 1.94 | 8,534 | 65,93,97 | 3.85 | 325 | 99,12,74 | 5.79 | 25,455 | 488 |
| | 1935-36 | 33,81,62 | 1.94 | 8,682 | 66,37,41 | 3.79 | 326 | 1,00,10,03 | 5.73 | 25,703 | 492 |
| Class II Railways | 1934-35 | 1,18,45 | 1.71 | 3,349 | 1,93,39 | 2.79 | 105 | 3,11,84 | 4.50 | 8,815 | 169 |
| | 1935-36 | 1,10,36 | 1.54 | 3,085 | 1,98,66 | 2.77 | 106 | 3,09,02 | 4.31 | 8,635 | 165 |
| Class III Railways | 1934-35 | ‡14,62 | 0.58 | ‡1,223 | ‡42,69 | ‡1.70 | 69 | 57,31 | 2.29 | 4,795 | 92 |
| | 1935-36 | 13,37 | 0.54 | 1,095 | 43,58 | 1.75 | 69 | 56,95 | 2.29 | 4,664 | 89 |
| | | | | | By gauges. | | | | | | |
| 5' 6" Gauge | 1934-35 | 23,42,49 | 2.07 | 10,868 | 49,24,40 | 4.35 | 437 | 72,66,89 | 6.42 | 33,675 | 646 |
| | 1935-36 | 24,99,99 | 2.16 | 11,580 | 49,22,60 | 4.25 | 436 | 74,22,59 | 6.42 | 34,362 | 657 |
| 3' 3½" Gauge | 1934-35 | 11,05,68 | 1.88 | 6,146 | 17,03,88 | 2.89 | 181 | 28,09,56 | 4.77 | 15,570 | 299 |
| | 1935-36 | 10,04,00 | 1.67 | 5,548 | 17,51,18 | 2.90 | 185 | 27,55,18 | 4.57 | 15,219 | 291 |
| ‡ 2' 6" and 2' 0" Gauges. | 1934-35 | ‡3,67 | 0.05 | ‡99 | ‡2,01,77 | 2.55 | 94 | 2,05,44 | 2.60 | 4,972 | 95 |
| | 1935-36 | 1,36 | 0.02 | 33 | 2,05,87 | 2.60 | 95 | 2,07,23 | 2.62 | 4,987 | 95 |
| | | | | | Total all railways. | | | | | | |
| †TOTAL | 1934-35 | ‡34,51,84 | 1.98 | ‡7,912 | ‡68,30,05 | 3.51 | 300 | 1,02,81,89 | 5.89 | 23,535 | 452 |
| | 1935-36 | 35,05,35 | 1.98 | 8,056 | 68,79,65 | 3.85 | 300 | 1,03,85,00 | 5.82 | 23,714 | 454 |

* Includes Replacement and Renewal or contribution to Depreciation Reserve Fund, as the case may be.

† The difference between these totals and those shown in Summary V consists of "other items not included in the preceding heads" included in the latter.

‡ Revised Figures.

§ Does not include Jessore-Jhenidah Railway (2' 6" gauge), figures for which are not available.

[For details, see Statement 17, pages 120—125 and Statement 37, pages 222—226.]

XII.—Summary of Train and Engine Mileage for the years 1934-35 and 1935-36 (In thousands of miles.)

| Particulars. | Year | TRAIN MILES. | | | | SHUNTING AND OTHER ENGINE MILES | | | Total engine miles. (Cols. 6+9) | |
|------------------------|-------------|---------------|----------|----------|-------------------------------------|---------------------------------|-------------------|--------------------|------------------------------------|---------|
| | | † Passen-ger. | † Goods. | † Mixed. | Total (includ- ing depart- mental). | Shunt- ing. | *Miscel- laneous. | Total (Cols. 7+8). | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| By classes of railways | | | | | | | | | | |
| Class I Railways | { Steam | 1934-35 | 79,258 | 49,416 | 28,133 | 162,182 | 25,951 | 13,294 | 39,245 | 201,427 |
| | | 1935-36 | 81,457 | 50,298 | 29,087 | 165,882 | 26,068 | 13,898 | 39,966 | 205,848 |
| | { †Electric | 1934-35 | 1,561 | 559 | Nil | 2,171 | 155 | 317 | 472 | 2,643 |
| | | 1935-36 | 1,544 | 566 | Nil | 2,144 | 180 | 308 | 488 | 2,632 |
| Class II Railways | { Steam | 1934-35 | 1,582 | 846 | 4,394 | 6,928 | 1,290 | 145 | 1,435 | 8,363 |
| | | 1935-36 | 1,682 | 762 | 4,617 | 7,165 | 1,330 | 167 | 1,497 | 8,662 |
| Class III Railways | { Steam | 1934-35 | 581 | 265 | 1,634 | 2,607 | 238 | 268 | 506 | 3,013 |
| | | 1935-36 | 542 | 163 | 1,746 | 2,486 | 238 | 245 | 483 | 2,969 |
| By gauges. | | | | | | | | | | |
| 8' 6" gauge | { Steam | 1934-35 | 55,973 | 35,867 | 10,549 | 105,654 | 17,309 | 9,914 | 27,223 | 132,877 |
| | | 1935-36 | 57,203 | 37,070 | 10,831 | 108,057 | 17,648 | 10,695 | 28,343 | 136,400 |
| | { †Electric | 1934-35 | 1,561 | 559 | Nil | 2,171 | 155 | 317 | 472 | 2,643 |
| | | 1935-36 | 1,544 | 566 | Nil | 2,144 | 180 | 308 | 488 | 2,632 |
| 3' 3½" gauge | { Steam | 1934-35 | 23,783 | 13,465 | 18,735 | 58,074 | 9,128 | 3,343 | 12,471 | 70,545 |
| | | 1935-36 | 24,780 | 12,998 | 19,680 | 59,557 | 8,938 | 3,201 | 12,139 | 71,696 |
| 2' 6" and 2' 0" gauges | { Steam | 1934-35 | 1,665 | 1,195 | 4,877 | 7,889 | 1,042 | 450 | 1,492 | 9,381 |
| | | 1935-36 | 1,698 | 1,155 | 4,939 | 7,919 | 1,050 | 414 | 1,464 | 9,383 |
| Total all railways | | | | | | | | | | |
| Total | { Steam | 1934-35 | 81,421 | 50,527 | 34,161 | 171,617 | 27,479 | 13,707 | 41,186 | 212,803 |
| | | 1935-36 | 83,681 | 51,223 | 35,450 | 175,533 | 27,636 | 14,310 | 41,946 | 217,479 |
| | { †Electric | 1934-35 | 1,561 | 559 | Nil | 2,171 | 155 | 317 | 472 | 2,643 |
| | | 1935-36 | 1,544 | 566 | Nil | 2,144 | 180 | 308 | 488 | 2,632 |

* Includes light, assisting required, assisting not required, siding and departmental

† Other than electric multiple unit suburban trains.

‡ Excluding departmental.

|| The figures for Jessore-Jhenidah and Jorhat (Provincial) Railways have not been included as the information is not available.

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1936.

| Particulars. | | | | 5' 6" Gauge. | 3' 3½" Gauge. | 2' 6" and 2' 0" Gauges. |
|---|------------------------|------------|---|--------------|---------------|-------------------------|
| 1.* Coaching vehicle miles—(In thousands) | . | . | . | 1,026,777 | 537,944 | 38,051 |
| 2.* Wagon miles—(In thousands) | . | . | . | 1,292,593 | 487,028 | 20,773 |
| 2-01 Loaded | . | . | . | 1,871,410 | 674,032 | 30,565 |
| 2-02 Total (excluding brake vans) | . | . | . | 69.1 | 72.3 | 68.0 |
| 2-03 Percentage loaded of total | . | . | . | 16,080,205 | 3,352,483 | 73,335 |
| 3.* Net or freight ton miles (In thousands) | . | . | . | 267,101 | .. | .. |
| 4. Gross ton miles (including weight of engine)—(In thousands) | . | . | . | 25,680,271 | 7,295,583 | 319,862 |
| 4-01 Passenger and proportion of mixed. | Excluding departmental | Steam | . | 719,304 | . | .. |
| | | Electric†. | . | 25,817,555 | 7,388,011 | 320,217 |
| | Including departmental | Steam | . | 719,548 | .. | .. |
| | | Electric†. | . | 38,593,029 | 8,172,885 | 268,521 |
| 4-02 Goods and proportion of mixed. | Excluding departmental | Steam | . | 653,059 | .. | .. |
| | | Electric†. | . | 40,062,771 | 8,677,341 | 286,384 |
| | Including departmental | Steam | . | 665,025 | .. | .. |
| | | Electric†. | . | .. | .. | .. |
| 5.* Vehicle and Wagon Usage— | . | . | . | 130 | 104 | 43 |
| 5-01 Vehicle Miles per vehicle day (in terms of 4-wheelers) | . | . | . | 35.1 | 28.1 | 13.6 |
| 5-02 Wagon miles per wagon day (in terms of 4-wheelers) | . | . | . | 309 | 142 | 33 |
| 5-03 Net ton miles per wagon day (in terms of 4-wheelers) | . | . | . | 12.6 | 6.88 | 3.53 |
| 5-04 Average wagon load (Total traffic) (in terms of 4-wheelers) | . | . | . | .. | .. | .. |
| 6.* Average speed of goods trains—Train miles per train engine hour— | . | . | . | .. | .. | .. |
| Through Goods trains [excluding van goods and shunting (pick up) trains]— | . | . | . | .. | .. | .. |
| 6-01 Main lines | . | . | . | .. | .. | .. |
| 6-02 Branch lines | . | . | . | .. | .. | .. |
| 6-03 Total | . | . | . | .. | .. | .. |
| All Goods trains— | . | . | . | .. | .. | .. |
| 6-04 Main lines | . | . | . | .. | .. | .. |
| 6-05 Branch lines | . | . | . | .. | .. | .. |
| 6-06 Total | . | . | . | .. | .. | .. |
| 7.* Average train load— | . | . | . | .. | .. | .. |
| Passenger— | . | . | . | .. | .. | .. |
| 7-01 Number of vehicles | . | . | . | .. | .. | .. |
| Passenger and proportion of mixed— | . | . | . | .. | .. | .. |
| 7-02 Gross weight (including weight of engine) | . | . | . | .. | .. | .. |
| Goods— | . | . | . | .. | .. | .. |
| 7-03 Main lines—Loaded wagons | . | . | . | .. | .. | .. |
| 7-04 Main lines—Total | . | . | . | .. | .. | .. |
| 7-05 Percentage loaded of total | . | . | . | .. | .. | .. |

* Excluding Departmental.

† Excluding Electric Multiple Unit Suburban trains.

§ Figures not available.

| Particulars. | 5' 6" Gauge. | 3' 3½" Gauge. | 2' 6" and 2' 0" Gauges. |
|--|---|--|---|
| <i>* Average train load—consolid.</i> | | | |
| <i>Goods—contd.</i> | | | |
| 7·06 Branch lines—Loaded wagons | 24 | 22 | . |
| 7·07 Branch lines—Total. | 38 | 31 | . |
| 7·08 Percentage loaded of total | 64·8 | 70·5 | — |
| <i>Main and Branch Lines—</i> | | | |
| <i>Goods and proportion of mixed—</i> | | | |
| 7·09 Net or freight weight | <div> <div>Steam .</div> <div>Electric†.</div> </div> | <div> <div>171</div> <div>..</div> </div> | <div> <div>45</div> <div></div> </div> |
| 7·10 Gross weight (including weight of engine) | <div> <div>Steam .</div> <div>Electric†.</div> </div> | <div> <div>417</div> <div>..</div> </div> | <div> <div>165</div> <div>.</div> </div> |
| 7·11 Gross weight (excluding weight of engine) | <div> <div>Steam .</div> <div>Electric†.</div> </div> | <div> <div>353</div> <div></div> </div> | <div> <div>116</div> <div>..</div> </div> |
| <i>8 * Light Running—</i> | | | |
| <i>Light engine miles per 100 train miles—</i> | | | |
| 8·01 Passenger and proportion of mixed | 1·82 | 0·68 | .. |
| 8·02 Goods and proportion of mixed | 6·25 | 2·70 | .. |
| <i>Light and assisting not required miles per 100 train miles—</i> | | | |
| 8·03 Passenger and proportion of mixed | 2·34 | 0·89 | .. |
| 8·04 Goods and proportion of mixed | 7·33 | 3·86 | |
| <i>9.† Shunting—</i> | | | |
| <i>Shunting miles per 100 train miles—</i> | | | |
| 9·01 Passenger and proportion of mixed | 4·94 | 4·57 | .. |
| 9·02 Goods and proportion of mixed | 35·1 | 32·3 | — |
| 9·03 Wagon miles per shunting engine hour | 641 | 533 | — |
| <i>10. Efficiency—</i> | | | |
| 10·01 Wagon* miles per engine hour (including departmental) | 221 | 178 | .. |
| 10·02 Net* ton miles per engine hour (including departmental) | 1,931 | 887 | .. |
| 10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental). | 4,810 | 2,296 | .. |
| <i>11. Engines and Engine Usage—</i> | | | |
| 11·01 Average authorised stock | <div> <div>Steam</div> <div>Electric†.</div> </div> | <div> <div>2,659</div> <div>..</div> </div> | <div> <div>285</div> <div></div> </div> |
| 11·02 Average total number on line | <div> <div>Steam</div> <div>Electric†.</div> </div> | <div> <div>2,675</div> <div>..</div> </div> | <div> <div>281</div> <div></div> </div> |
| 11·03 Average number available for use | <div> <div>Steam .</div> <div>Electric†.</div> </div> | <div> <div>2,316</div> <div></div> </div> | <div> <div>227</div> <div></div> </div> |
| 11·04 Engine miles per day per engine on line (including departmental). | <div> <div>Steam</div> <div>Electric†.</div> </div> | <div> <div>66</div> <div></div> </div> | <div> <div>46</div> <div>..</div> </div> |
| 11·05 Net* ton miles per goods locomotive day on line (including departmental). | <div> <div>Steam .</div> <div>Electric†.</div> </div> | <div> <div>6,435</div> <div></div> </div> | <div> <div>1,493</div> <div>..</div> </div> |
| 11·06 Net* ton miles per goods locomotive day in use | <div> <div>Steam .</div> <div>Electric†.</div> </div> | <div> <div>11,342</div> <div>..</div> </div> | <div> <div>2,941</div> <div>..</div> </div> |

* Excluding departmental.

† Excluding Electric Multiple Unit Suburban trains.

| Particulars. | 5' 6" Gauge. | 3' 3½" Gauge. | 2' 6" & 3' 0" Gauges. |
|--|--------------|---------------|-----------------------|
| 12. Density (including departmental)— | | | |
| 12-01 Passenger miles per running track mile per annum | 479,711 | 344,344 | 77,817 |
| 12-02 Passenger miles per route mile per annum | 563,032 | 350,863 | 77,817 |
| 12-03 Net ton miles per running track mile per annum | 671,388 | 230,710 | 35,197 |
| 12-04 Net ton miles per route mile per annum | 788,001 | 235,077 | 35,197 |
| 12-05 Gross ton miles (including weight of engine) per running track mile per annum. | 2,703,912 | 1,054,309 | 273,596 |
| 12-06 Gross ton miles (including weight of engine) per route mile per annum. | 3,173,555 | 1,074,266 | 273,596 |
| 12-07 Train miles per running track mile per day | 12-1 | 9-68 | 4-98 |
| 13. Repair of Rolling stock— | | | |
| Engines (including departmental)— | | | |
| Average number under or awaiting repairs (daily)— | | | |
| In Mechanical workshops— | | | |
| 13-01 Number { Steam | 270 | 116 | 16 |
| Electric† | 4 | .. | Nil |
| 13-02 Percentage of item 13-01 to average number on line. { Steam | 4-96 | 4-34 | 5-69 |
| Electric† | 6-15 | (a) 8-25 | Nil |
| In sheds and transportation workshops | | | |
| 13-03 Number { Steam | 689 | 242 | 36 |
| Electric† | 6 | Nil | Nil |
| 13-04 Percentage of item 13-03 to average total No. on line { Steam | 12-7 | 9-05 | 12-8 |
| Electric† | 9-23 | Nil | Nil |
| Coaching Stock (excluding departmental)— | | | |
| Average number under or awaiting repairs (daily)— | | | |
| In Mechanical Workshops— | | | |
| 13-05 Passenger carriages. | 852 | 512 | 67 |
| 13-06 Other coaching vehicles | 244 | 74 | 11 |
| 13-07 Percentage of item 13-05 to average total No. on line | 9-15 | 7-02 | 7-68 |
| 13-08 Percentage of item 13-06 to average total No. on line | 7-61 | 6-51 | 12-5 |
| In sick lines and transportation Workshops— | | | |
| 13-09 Passenger carriages | 250 | 74 | 29 |
| 13-10 Other coaching vehicles | 85 | 11 | 9 |
| 13-11 Percentage of item 13-09 to average total number on line | 2-68 | 1-02 | 3-33 |
| 13-12 Percentage of item 13-10 to average total number on line | 2-65 | 0-97 | 10-2 |
| Goods Stock (excluding departmental)— | | | |
| Average number of unserviceable wagons daily— | | | |
| In Mechanical Wor' shops— | | | |
| 13-13 Number | 2,183 | 630 | 30 |
| 13-14 Percentage of item 13-13 to average No. on line | 1-51 | 0-98 | 0-50 |
| In sick lines and transportation Workshops— | | | |
| 13-15 Number | 11,622 | 1,223 | 253 |
| 13-16 Percentage of item 13-15 to average number on line . . | 8-05 | 1-90 | 4-10 |
| Hot boxes— | | | |
| 13-17 Coaching vehicles—Number. (Monthly) | 36 | 87 | .. |
| 13-18 Wagon—Number. (Monthly) | 1,215 | 522 | |

† Excluding Electric Multiple Unit Suburban trains.

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

| Particulars. | 5' 6" Gauge | 3 3½" Gauge. | 2' 6" & 2' 0" Gauges. |
|--|-------------|--------------|-----------------------|
| 14. Coal consumption for locomotive services— | | | |
| Number of tons of fuel consumed (including departmental)— | | | |
| 14-01 Foreign coal | <i>Nil</i> | <i>Nil</i> | <i>Nil</i> |
| 14-02 Indian coal | 4,891,509 | 1,290,330 | 121,492 |
| 14-03 Wood | 4,124 | 14,552 | 149 |
| 14-04 Oil fuel | 39,858 | 9 | 33 |
| 14-05 Total† (in terms of coal) | 4,965,628 | 1,296,168 | 121,611 |
| 14-06* Total net tons of coal consumed—Passenger and Mixed . . | 2,077,656 | 740,178 | 80,398 |
| 14-07* Total net tons of coal consumed—Goods service . . . | 2,149,457 | 370,157 | 28,129 |
| 14-08* Total net tons of Shunting (including siding) | 531,222 | 109,014 | 8,807 |
| 14-09 Total net tons of Departmental | 171,109 | 57,132 | 3,160 |
| 14-10 Total tons of coal used on steam coaches | 1,458 | 556 | 545 |
| 14-11 Total tons of coal used on Internal Combustion coaches . . | 242 | <i>Nil</i> | 60 |
| 14-12 Total tons of coal used on Locomotives on other miscellaneous services | 34,484 | 19,131 | 512 |
| 14-13 Total tons of coal used on all locomotive Services . . . | 4,965,628 | 1,296,168 | 121,611 |
| 14-14* Lbs. per engine mile (shunting including siding) . . . | 68 1 | 35 4 | (a) |
| Lbs of coal consumed per 1,000 gross ton miles (including weight of engines)— | | | |
| 14-15* Passenger and proportion of mixed | 168 5 | 180 4 | 402·7 |
| 14-16* Goods and proportion of mixed | 131 4 | 140·3 | 410·6 |
| 15. Oil consumption— | | | |
| Lubricating oil used on engines (excluding shunting, siding and departmental)— | | | |
| 15-01 Total pints (Passenger and Mixed) | 6,105,506 | 2,317,304 | } 295,502 (b) |
| 15-02 Total pints (Goods trains) | 3,879,072 | 917,767 | |
| 15-03 Pints per 100 engine miles (Passenger and Mixed) . . | 8·46 | 5·70 | } 6 24 (b) |
| 15-04 Pints per 100 engine miles (Goods) | 8·95 | 6 65 | |
| Lubricating oil used on coaching, goods and departmental vehicles— | | | |
| 15-05 Total pints | 4,860,288 | 1,533,035 | (a) |
| 15-06 Pints per 1,000 vehicle miles | 1·58 | 1·16 | (a) |

* Excluding Departmental.

† 2½ tons of wood = 1 ton of coal.

0·55 ton of oil fuel = 1 ton of coal.

(a) Not published.

(b) Including departmental.

SECTION B.

**FINANCIAL AND STATISTICAL
STATEMENTS.**

FINANCIAL STATEMENTS.

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1935-36 and of the per Government after meeting all charges against the

| Class and name of Railway. | Capital at charge on 31st March 1936. | Net Revenue Receipts. | Percentage of net Revenue Receipts on Capital at charge. (Col. 3 × 100) Col. 2 |
|---|---|--------------------------|---|
| 1 | 2 | 3 | 4 |
| Central. | | | |
| State Lines worked by the State. | | | |
| 1. Aden | .. | 30 | .. |
| 2. Eastern Bengal | 51,59,89 | 78,88 | 1.53 |
| 3. East Indian (including South Bihar) | 1,47,26,41 | 6,97,95 | 4.74 |
| 4. North Western (Commercial) including Delhi (New Capital) Railways Works Scheme. | 1,12,92,24 | 4,78,15 | 4.23 |
| 5. North Western (Military) | 34,00,68 | —72,13 | —2.12 |
| 6. Great Indian Peninsula | 1,15,03,02 | 3,62,19 | 3.15 |
| 7. Coal Department | 1,90,95 | .. | .. |
| 8. Burma | 34,91,32 | 78,25 | 2.24 |
| 9. TOTAL | 4,97,64,51 | 16,23,59 | 3.26 |
| State Lines worked by Companies or Indian States. | | | |
| 10. Assam-Bengal | 23,96,47 | 26,58 | 1.11 |
| 11. Bengal-Nagpur | 77,75,05 | 2,64,63 | 3.40 |
| 12. Bezwada Extension including D. K. extension (N. S.) | 45,55 | 5,19 | 11.39 |
| 13. Bombay, Baroda and Central India | 73,74,05 | 4,95,48 | 6.72 |
| 14. Jodhpur-Hyderabad (British Section) (Jodhpur) | 1,11,78 | 16,43 | 14.70 |
| 15. Lucknow-Bareilly (R. & K.) | 2,51,50 | 20,69 | 8.23 |
| 16. Madras and Southern Mahratta | 53,26,73 | 2,53,25 | 4.75 |
| 17. South Indian | 43,52,99 | 1,84,22 | 4.05 |
| 18. Travancore (British Section) (S. I.) | 54,66 | | |
| 19. Travancore (Indian State Section) (S. I.) | 1,39,01 | | |
| 20. Tirhoot (B. & N. W.) | 10,00,23 | 81,46 | 8.14 |
| 21. Contribution to Depreciation Reserve Fund on account of Company worked lines and miscellaneous | .. | —2,24,88 | .. |
| 22. TOTAL | 2,88,28,02 | 11,23,05 | 3.90 |
| Miscellaneous Items. | | | |
| 23. Abandoned Projects, etc. | 32,26 | .. | .. |
| 24. Other miscellaneous items | 2,77,24 | .. | .. |
| 25. Deduct—Interest during construction | .. | .. | .. |
| 26. TOTAL | 3,09,50 | .. | .. |
| 27. Total Central | 7,89,02,03 | 27,46,64 | 3.48 |
| Provincial. | | | |
| 28. Assam (Jorhat) | 13,22 | .. | .. |
| 29. United Provinces (Distillery siding) | 1,39 | .. | .. |
| 30. Total Provincial | 14,61 | .. | .. |
| 31. Grand Total | 7,89,16,64 | 27,46,64 | 3.48 |

Notes—For State lines worked by companies the net revenue receipts and consequently the net gain or loss to Government as shown of wasting assets. The financial results on the basis of the amounts credited to the depreciation fund by debit to revenue

centage of those figures on the Capital at Charge, on 31st March 1936 also of the net gain or loss to net Revenue Receipts. (In thousands of rupees.)

| CHARGES AGAINST NET REVENUE RECEIPTS. | | | NET GAIN OR LOSS TO GOVERNMENT, DIFFERENCE BETWEEN COLUMNS (3) AND (7). | | Percentage of gain or loss on Capital at charge Col. 8 or 9 × 100 Column 2 | Class and name of Railway. |
|---|-------------------|----------------|---|----------|--|--|
| Payment on account of share of surplus profits and of net Revenue Receipts. | Interest payments | Total charges. | Gain. | Loss | | |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| Central. | | | | | | |
| State Lines worked by the State. | | | | | | |
| .. | .. | .. | 30 | .. | .. | 1 Aden. |
| .. | 1,96,92 | 1,96,92 | . | 1,18,04 | —2.29 | 2 Eastern Bengal |
| .. | 5,94,39 | 5,94,39 | 1,03,56 | . | 0.70 | 3 East Indian (including South Bihar). |
| .. | 4,53,75 | 4,53,75 | 24,40 | . | 0.22 | 4 North Western (Commercial) including Delhi (New Capital) Rlys. Works Scheme. |
| . | 1,37,52 | 1,37,52 | .. | 2,09,65 | —6.17 | 5 North Western (Military). |
| .. | 4,29,13 | 4,29,13 | .. | 66,94 | —0.58 | 6 Great Indian Peninsula |
| .. | 8,78 | 8,78 | .. | 8,78 | —4.60 | 7 Coal Department |
| .. | 1,46,72 | 1,46,72 | . | 68,47 | —1.96 | 8 Burma. |
| .. | 19,67,21 | 19,67,21 | .. | 3,43,62 | —0.69 | 9 Total. |
| State Lines worked by Companies or Indian States. | | | | | | |
| .. | 91,63 | 91,63 | .. | 65,05 | —2.71 | 10 Assam-Bengal. |
| . | 3,30,80 | 3,30,80 | .. | 66,17 | —0.85 | 11 Bengal Nagpur. |
| . | 1,91 | 1,91 | 3,28 | . | 7.20 | 12 Bezwada Extension including D. K. extension (N. S.). |
| 14,79 | 2,78,22 | 2,93,01 | 2,02,47 | . | 2.75 | 13 Bombay, Baroda and Central India. |
| .. | 4,62 | 4,62 | 11,81 | . | 10.57 | 14 Jodhpur-Hyderabad (British Section) (Jodhpur). |
| 1,20 | 9,40 | 10,60 | 10,09 | . | 4.01 | 15 Lucknow-Bareilly (R. & K.). |
| 26,77 | 2,29,01 | 2,55,78 | . | 2,53 | —0.05 | 16 Madras and Southern Mahratta |
| 6,62 | 1,73,88 | 1,82,17 | 2,05 | . | 0.05 | 17 South Indian |
| | 63 | | | | | 18 Travancore (British Section) (S. I.). |
| | 1,04 | | | | | 19 Travancore (Indian State Section) (S. I.). |
| 1,57 | 37,55 | 39,12 | 42,34 | .. | 4.23 | 20 Tirhoot (B. & N. W.). |
| .. | .. | .. | .. | 2,24,88 | . | 21 Contribution to Depreciation Reserve Fund on account of Company worked lines and miscellaneous. |
| 50,95 | 11,58,69 | 12,09,64 | . | 86,59 | —0.30 | 22 Total |
| Miscellaneous Items. | | | | | | |
| .. | 1,07 | 1,07 | . | 1,07 | —3.32 | 23 Abandoned Projects, etc. |
| .. | 12,20 | 12,20 | .. | 12,20 | —4.40 | 24 Other miscellaneous items |
| .. | 17 | 17 | .. | 17 | .. | 25 Deduct—Interest during construction. |
| .. | 13,10 | 13,10 | .. | 13,10 | —4.23 | 26 Total |
| 50,95 | 31,39,00 | 31,89,95 | .. | *4,43,31 | —0.56 | 27 Total Central. |
| Provincial. | | | | | | |
| . | 44 | 44 | . | 44 | —3.33 | 28 Assam (Jorhat) |
| .. | 7 | 7 | .. | 7 | —5.04 | 29 United Provinces (Distillery siding). |
| .. | 51 | 51 | . | 51 | —3.49 | 30 Total Provincial. |
| 50,95 | 31,39,51 | 31,90,46 | .. | 4,43,82 | —0.56 | 31 Grand Total. |

against each individual railway are determined after taking into account the amount actually spent on replacements and renewal shown in the statement of financial results of the working of railways owned by the state appearing in Chapter II of Vol. I of this Report

*The total loss (Central) for the year is:—

| | | | | | | |
|---|----|----|----|----|----|------------|
| Loss as per column 9 above | .. | .. | .. | .. | .. | Rs 4,43,31 |
| Deduct—Miscellaneous Railway Receipts | .. | .. | .. | .. | .. | 79,86 |
| Government share of surplus profits from subsidized Companies | .. | .. | .. | .. | .. | 22,95 |
| Add—Miscellaneous Railway expenditure | .. | .. | .. | .. | .. | 58,90 |

Net Loss 3,98,40

2 (a).—Statement of Capital at Charge of State-owned

| RAILWAYS | LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS. (STERLING CONVERTED INTO RUPEES @ 1 s. 6 d. TO THE RUPEE.) | | CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE. | | | | |
|---|--|---------------------|--|----------------|------------------|--|---------|
| | During the year. | To end of the year. | Works. | Rolling Stock. | General Charges. | Stores, etc., not finally charged off in the Accounts. | Total |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| <i>Central.</i> | | | | | | | |
| I.—STATE LINES WORKED BY THE STATE | | | | | | | |
| (i) OPEN LINES. | | | | | | | |
| Aden | .. | .. | .. | .. | .. | .. | .. |
| Eastern Bengal | .. | 5,28,82 | 5,65 | 53 | 31 | 17,14 | 23,63 |
| East Indian (including South Bihar) | .. | 49,58,45 | 88,70 | 19,18 | 3,90 | 9,88 | 1,21,66 |
| Great Indian Peninsula (including Bhopal State). | .. | 49,09,94 | —3,79 | —38,50 | 45 | —11,47 | —53,31 |
| North Western (Commercial) including Delhi (New Capital) Railway Works Scheme | .. | 12,59,60 | 56,27 | —4,59 | 31 | 2,65 | 54,64 |
| North Western (Military) | .. | .. | 60 | —3 | 17 | *—6,62 | —5,88 |
| Coal Department | .. | .. | —4,75 | .. | .. | —5 | —4,80 |
| Burma | .. | .. | 31 | —12,35 | 32 | —57 | —12,29 |
| Total I (i) | .. | 1,16,56,81 | 1,42,99 | —35,78 | 5,46 | 10,96 | 1,23,65 |
| (ii) NEW CONSTRUCTIONS | | | | | | | |
| Eastern Bengal | .. | .. | 3,47 | .. | 8 | —19 | 3,36 |
| East Indian | .. | .. | .. | .. | —74 | —7 | —73 |
| Great Indian Peninsula | .. | .. | —14 | .. | —2 | .. | —16 |
| North Western (Commercial) | .. | .. | 6 | .. | 11 | 4 | 21 |
| North Western (Military) | .. | .. | .. | .. | .. | .. | .. |
| Burma | .. | .. | 4,57 | .. | —3,66 | .. | 91 |
| Total I (ii) | .. | .. | 8,04 | .. | —4,23 | —22 | 3,59 |
| II.—STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES | | | | | | | |
| (i) OPEN LINES | | | | | | | |
| † { Assam-Bengal—I | .. | .. | 6 | .. | .. | .. | 6 |
| † { Assam-Bengal—II | .. | .. | 10,29 | 5,79 | .. | 6 | 16,14 |
| Bengal-Nagpur | .. | .. | 13,93 | 7,25 | 2 | 8,36 | 29,56 |
| Bewada Extension (N. S.) | .. | .. | 6 | .. | .. | .. | 6 |
| Bombay, Baroda and Central India | .. | 19,40,92 | 14,91 | 6,12 | 66 | —6,72 | 14,97 |
| Total Companies' Lines (Open lines) | .. | .. | .. | .. | .. | .. | .. |
| Carried over | .. | 19,40,92 | 39,25 | 19,16 | 68 | 1,70 | 60,79 |

* Includes (1) Campbellpur Reserve —91, and (2) Frontier Railway Reserve —5,83.

† For purposes of accounting, the capital is shown in two parts in terms of the contract, with the Secretary of State dated the 26th April, 1892.

Railways on the 31st March 1936.

(In thousands of rupees.)

| CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE | | | | | Capital at charge at the end of the Financial year (Columns 3+13). | Railways |
|--|------------------|--------------------|--|------------|--|--|
| Works. | Rolling Stock | General Charges | Stores, etc., not finally charged off in the Accounts | Total. | | |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| .. | .. | | . | . | . | <i>Central.</i> I.—STATE LINES WORKED BY THE STATE (i) OPEN LINES. |
| 29,07,78 | 11,77,26 | 1,82,31 | 68,69 | 43,36,04 | 48,64,86 | Aden. |
| 53,42,59 | 35,37,72 | 2,39,18 | 1,51,10 | 92,70,59 | 1,42,29,04 | Eastern Bengal. |
| 47,91,59 | 15,01,42 | 1,76,40 | 1,15,17 | 65,84,58 | 1,14,94,52 | East Indian (including South Bihar). |
| 69,50,86 | 23,57,89 | 3,38,27 | 1,47,29 | 97,94,31 | 1,10,53,91 | Great Indian Peninsula (including Bhopal State) |
| 26,61,00 | 4,87,60 | 1,77,55 | (c) 73,97 | 34,00,68 | 34,00,68 | North Western (Commercial) in- cluding Delhi (New Capital) Railway Works Scheme. |
| 1,84,46 | . | | 6,49 | 1,90,95 | 1,90,95 | North Western (Military) |
| 24,05,51 | 6,50,68 | 2,24,38 | 39,95 | 33,20,52 | 33,20,52 | Coal Department |
| | | | | | | Burma |
| 2,52,44,39 | 97,12,53 | 13,38,09 | 6,02,66 | 3,68,97,67 | 4,85,54,48 | TOTAL I (i). |
| | | | | | | (ii) NEW CONSTRUCTIONS. |
| 2,70,08 | | 24,91 | 4 | 2,95,03 | 2,95,03 | Eastern Bengal |
| 4,46,90 | .. | 49,90 | 57 | 4,97,37 | 4,97,37 | East Indian. |
| 5,60 | .. | 2,90 | .. | 8,50 | 8,50 | Great Indian Peninsula. |
| 2,07,39 | | 30,90 | 4 | 2,38,33 | 2,38,33 | North-Western (Commercial). |
| .. | . | | .. | | | North-Western (Military). |
| 1,49,94 | .. | 20,86 | . | 1,70,80 | 1,70,80 | Burma |
| 10,79,91 | | 1,29,47 | 65 | 12,10,03 | 12,10,03 | TOTAL I (ii). |
| | | | | | | II.—STATE LINES WORKED BY COM- PANIES OR BY INDIAN STATES. |
| | | | | | | (i) OPEN LINES |
| 82,62 | .. | . | . | 82,62 | 82,62 | Assam Bengal—I. } † |
| 15,49,54 | 4,82,25 | 1,59,19 | 14,25 | 22,05,23 | 22,05,23 | Assam Bengal—II. } |
| 42,61,30 | 26,18,05 | 2,89,17 | 1,12,43 | 72,80,95 | 72,80,95 | Bengal Nagpur. |
| 16,87 | .. | 1,17 | .. | 18,04 | 18,04 | Bezwada Extension (N. S.) |
| 37,22,84 | 14,26,09 | 1,89,82 | 94,38 | 54,33,13 | 73,74,05 | Bombay, Baroda and Central India. |
| 96,33,17 | 45,26,39 | 6,39,35 | 2,21,06 | 1,50,19,97 | 1,69,60,89 | Total Companies' Lines (Open Lines). Carried over. |

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(c) Includes (1) Campbellpur Reserve 14,72 and (2) Frontier Railway Reserve 48,91.

(In thousands of rupees.)

2 (a).—Statement of Capital at Charge of State-owned Railways

| RAILWAYS. | LIABILITIES INCURRED IN THE PURCHASE OF RAIL- WAYS (STERLING CONVER- TED INTO RUPEES @ 1s. 6d. TO THE RUPEE.) | | CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE. | | | | |
|---|---|------------------------|---|-------------------|---------------------|--|---------|
| | During the year. | To end of the year. | Works. | Rolling Stock. | General Charges. | Stores, etc., not finally charged off in the Accounts | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Total Companies' Lines (Open Lines)—Brought forward | .. | 19,40,92 | 39,25 | 19,16 | 68 | 1,70 | 60,79 |
| Jodhpur | .. | .. | 2,11 | .. | .. | 1 | 2,12 |
| Lucknow-Bareilly (R & K.) . . | .. | .. | 1,78 | 1,88 | —2 | —45 | 3,19 |
| Madras and Southern Mahratta (ex- cluding Mysore State). | .. | 17,47,74 | 9,51 | 4,83 | 55 | 6,44 | 21,33 |
| Dhone-Kurnool. (N S.) . . . | .. | .. | 4 | .. | .. | .. | 4 |
| South Indian | .. | 7,63,49 | 19,77 | 8,24 | —12,52 | —36 | 15,13 |
| Coonoor-Ootacamund (S. I.) | .. | .. | . | . | .. | .. | . |
| Travancore (British Section) (S. I.) | .. | .. | 5 | .. | .. | .. | 5 |
| Travancore (Indian State Section) (S. I.). | .. | .. | 5 | —1 | .. | .. | . |
| Tirhoot (B & N. W.) | .. | .. | —6,06 | 6,64 | .. | 2,45 | 3,03 |
| Mashrak-Thawe Extension . . . | .. | .. | 12 | .. | .. | .. | 12 |
| TOTAL II (i) | .. | 44,52,15 | 66,62 | 40,74 | —11,31 | 9,79 | 1,05,84 |
| II (ii)—New Constructions. | | | | | | | |
| † { Assam Bengal I | . | .. | .. | .. | .. | .. | . |
| Assam Bengal II | . | .. | 11,45 | . | 2,90 | 30 | 14,65 |
| Bengal Nagpur | . | .. | 9 | .. | —2 | .. | 7 |
| Jodhpur | . | .. | 7,69 | .. | 38 | .. | 8,07 |
| Madras and Southern-Mahratta . . | . | .. | .. | .. | .. | .. | . |
| South Indian | . | .. | 2,31 | . | 34 | 3 | 2,68 |
| Tirhut (Mashrak-Thawe Extension) | . | .. | .. | .. | .. | .. | . |
| TOTAL II (ii) | . | .. | 21,54 | .. | 3,60 | 33 | 25,47 |
| III.—Miscellaneous Items. | | | | | | | |
| Abandoned Projects, etc. . . . | . | .. | .. | .. | .. | .. | .. |
| Controller of Railway Accounts— Account Current. | . | .. | .. | .. | —81 | .. | —81 |
| TOTAL III | .. | . | .. | .. | —81 | .. | —81 |
| Total Central I (i)—III | .. | 1,61,08,96 | 2,39,19 | 4,98 | —7,29 | 20,86 | 2,57,74 |
| IV.—Provincial | | | | | | | |
| Assam (Jorhat) | . | .. | .. | .. | .. | .. | .. |
| United Provinces (Distillery Siding) | . | .. | . | .. | .. | .. | . |
| TOTAL IV.—Provincial | . | .. | .. | .. | .. | .. | .. |
| GRAND TOTAL I (i)—IV | .. | 1,61,08,96 | 2,39,19 | 4,98 | —7,29 | 20,86 | 2,57,74 |

† For purposes of accounting the capital is shown in two parts, in terms of the contract with the Secretary of State, dated the 26th April 1892.

on the 31st March 1936—concl'd

(In thousands of rupees.)

| CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE | | | | | Capital at charge at the end of the financial year. (Columns 3+13) | Railways. |
|--|------------------|--------------------|--|------------|--|---|
| Works | Rolling Stock | General Charges | Stores, etc., not finally charged off in the Accounts | Total. | | |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 96,33.17 | 45,26,39 | 6,39,35 | 2,21,06 | 1,50,19,97 | 1,61,60,89 | Total Companies' Lines (Open Lines)—Brought forward |
| 86,63 | | 3,08 | 8 | 89,79 | 89,79 | Jodhpur |
| 1,64,52 | 73,56 | 8,87 | 4,55 | 2,51,50 | 2,51,50 | Lucknow-Bareilly (R & K) |
| 21,81,30 | 9,85,94 | 1,51,95 | 54,45 | 33,73,64 | 51,21,38 | Madras and Southern Mahratta (excluding Mysore State). |
| 25,19 | . | 2,32 | | 27,51 | 27,51 | Dhone-Kurnool (N. S.). |
| 17,39,82 | 8,22,05 | 1,23,11 | 50,54 | 27,35,52 | 34,99,01 | South Indian |
| 29,97 | 19,10 | 3,30 | | 52,37 | 52,37 | Coonoor-Ootacamund (S. I.). |
| 43,02 | 6,40 | 5,24 | | 54,66 | 54,66 | Travancore (British Section) (S. I.). |
| 99,79 | 25,63 | 13,59 | | 1,39,01 | 1,39,01 | Travancore (Indian State Section) —(S. I.) |
| 3,69,92 | 5,16,76 | 48,95 | 41,03 | 9,76,66 | 9,76,66 | Tirhoot (B & N W.) |
| 18,36 | 2,99 | 2,22 | | 23,57 | 23,57 | Mashrak-Thawe Extension. |
| 1,43,91,69 | 69,78,82 | 10,01,98 | 3,71,71 | 2,27,44,20 | 2,71,96,35 | TOTAL II (i) |
| | | | | | | II (ii)—New Constructions |
| 14,55 | .. | .. | . | 14,55 | 14,55 | Assam Bengal I } † |
| 84,31 | .. | 9,46 | 30 | 94,07 | 94,07 | Assam Bengal II } |
| 4,37,99 | .. | 56,11 | . | 4,94,10 | 4,94,10 | Bengal Nagpur |
| 21,23 | | 76 | .. | 21,99 | 21,99 | Jodhpur |
| 1,88,49 | . | 16,86 | .. | 2,05,35 | 2,05,35 | Madras and Southern Mahratta. |
| 7,39,24 | .. | 62,34 | 3 | 8,01,61 | 8,01,61 | South Indian |
| | | | | | | Tirhoot (Mashrak-Thawe Exten sion). |
| 14,85,81 | | 1,45,53 | 33 | 16,31,67 | 16,31,67 | TOTAL II (ii) |
| | | | | | | III—Miscellaneous Items. |
| 32,26 | | | | (c) 32,26 | 32,26 | Abandoned Projects, etc |
| 2,43,39 | . | (d) 31,85 | .. | 2,77,24 | 2,77,24 | Controller of Railway Accounts— Account Current |
| 2,75,65 | . | 33,85 | .. | 3,09,50 | 3,09,50 | TOTAL III |
| 4,24,77,45 | 1,66,91,35 | 26,48,92 | 9,75,35 | 6,27,93,07 | 7,89,02,03 | Total Central I (i)—III. |
| | | | | | | IV—Provincial. |
| 7,43 | 4,70 | 41 | 68 | 13,22 | 13,22 | Assam (Jorhat) |
| 1,39 | . | .. | .. | 1,39 | 1,39 | United Provinces (Distillery Siding). |
| 8,82 | 4,70 | 41 | 68 | 14,61 | 14,61 | TOTAL IV—Provincial. |
| 4,24,86,27 | 1,66,96,05 | 26,49,33 | 9,76,03 | 6,28,07,68 | 7,89,16,64 | GRAND TOTAL I (i)—IV |

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

(c) Distribution over minor heads is not available.

(d) Includes 34,84 on account of investment in share of Branch Line Companies.

2 (b).—Statement of Capital Outlay to the end of the

| Railway. | Gauge | CAPITAL OUTLAY DURING THE YEAR. | | | | |
|---|--------|--|----------------|--------------------------------------|--|--------|
| | | Works. | Rolling Stock. | General charges (including ferries). | Stores, etc., not finally charged off in the Accounts. | Total. |
| | | 3 | 4 | 5 | 6 | 7 |
| 1 | 2 | Rs | Rs. | Rs. | Rs. | Rs. |
| 1. BRANCH LINE COMPANIES | | | | | | |
| OPEN LINES | | (A) Worked by the Branch | | | | |
| Ahmadpur-Katwa | 2' 6" | Nil | Nil | Nil | Nil | Nil |
| Bankura-Damodar River | " | 1 | —2 | Nil | —5 | —6 |
| Burdwan-Katwa | " | Nil | Nil | Nil | 7 | 7 |
| Futwah-Islanipur | " | 6 | Nil | Nil | 1 | 7 |
| Kalighat-Falta | " | Nil | Nil | Nil | Nil | Nil |
| TOTAL 1-(A) | .. | 7 | —2 | Nil | 3 | 8 |
| OPEN LINES | | (B) Worked by the | | | | |
| Hardwar-Dehra (E. I.) | 5' 6" | 34 | Nil | 18 | Nil | 52 |
| Chaparmukh-Silghat (A. B.) | 3' 3½" | —23 | Nil | Nil | Nil | —23 |
| Katakhal Lalabazar (A. B.) | " | 1 | Nil | Nil | Nil | 1 |
| Dasghara-Jamalpurganj (Bengal Provincial) | 2' 6" | Nil | Nil | Nil | Nil | Nil |
| TOTAL 1-(B) | .. | 12 | Nil | 18 | Nil | 30 |
| OPEN LINES | | 2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE | | | | |
| Hoshiarpur Doab (N. W.)— | | | | | | |
| Jullundur-Mukerian (N. W.) | 5' 6" | 12 | Nil | Nil | Nil | 12 |
| Phagwara-Rahon (N. W.) | " | 6 | Nil | Nil | Nil | 6 |
| Mandra-Bhaun (N. W.) | " | 8 | Nil | Nil | Nil | 8 |
| Sara-Sirajganj (E. B.) | " | —1 | Nil | Nil | Nil | —1 |
| Sialkot-Narowal (N. W.) | " | 22 | Nil | 8 | Nil | 30 |
| Tapti Valley (B, B. & C. I.) | " | 14 | Nil | 3 | Nil | 17 |
| Ahmedabad Parantij (B, B. & C. I.) | 3' 3½" | Nil | Nil | Nil | Nil | Nil |
| Champaner-Shivrajpur-Panji Light (B, B. & C. I.) | 2' 6" | 3 | Nil | Nil | Nil | 3 |
| Dhond-Baramati (G. I. P.) | " | Nil | Nil | Nil | Nil | Nil |
| Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.) | " | 1 | 2 | Nil | Nil | 3 |
| Godhra-Lunavada (B., B. & C. I.) | " | Nil | Nil | Nil | Nil | Nil |
| Jacobabad-Kashmor (N. W.) | " | 4 | Nil | Nil | Nil | 4 |
| Khulna Bagerhat (E. B.) | " | Nil | 9 | Nil | Nil | 9 |
| Larkana-Jacobabad (N. W.) | " | 2 | Nil | Nil | Nil | 2 |
| Mayurbhanj (B. N.) | " | Nil | 3 | Nil | Nil | 3 |
| Nadiad Kapadvanj (B., B. & C. I.) | " | Nil | Nil | Nil | Nil | Nil |
| Pachora-Jamner (G. I. P.) | " | Nil | Nil | Nil | Nil | Nil |
| Darjeeling-Himalayan Extensions | 2' 0" | 7 | Nil | Nil | Nil | 7 |
| TOTAL (2) | .. | 78 | 14 | 11 | Nil | 103 |

year 1935-36 of other than State-owned Railways.

(In thousands of rupees.)

| TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR. | | | | | |
|--|----------------|-------------------------------------|--|---------|--|
| Works. | Rolling stock. | General charges (including ferries) | Stores, etc., not finally charged off in the Accounts. | Total | RAILWAY. |
| 8 | 9 | 10 | 11 | 12 | 13 |
| Rs. | Rs. | Rs. | Rs. | Rs. | |
| RAILWAYS UNDER GUARANTEE TERMS. | | | | | |
| Line Company. | | | | | OPEN LINES. |
| 16,27 | 2,38 | 2,06 | 2 | 20,73 | Ahmadpur-Katwa. |
| 30,03 | 5,61 | 3,90 | 47 | 40,01 | Bankura-Damodar River. |
| 14,48 | 3,64 | 1,71 | 57 | 20,40 | Burdwan-Katwa. |
| 16,77 | 2,70 | Nil | 4 | 19,51 | Futwah-Islampur |
| 15,06 | 6,98 | 1,64 | 45 | 24,13 | Kalighat-Falta. |
| 92,61 | 21,31 | 9,31 | 1,55 | 1,24,78 | TOTAL 1-(A). |
| Main Line. | | | | | OPEN LINES. |
| 31,01 | Nil | 4,59 | Nil | 35,60 | Hardwar-Dehra (E. L.). |
| 33,30 | Nil | 1,72 | Nil | 35,02 | Chaparmukh-Silghat (A. B.). |
| 15,80 | Nil | 1,39 | Nil | 17,19* | Katakhal-Lalabazar (A. B.). |
| 2,01 | 1,17 | 19 | Nil | 3,37 | Dasghara-Jamalpurganj (Bengal Provincial). |
| 82,12 | 1,17 | 7,89 | Nil | 91,18 | TOTAL 1-(B). |
| TERMS WORKED BY THE MAIN LINE. | | | | | |
| | | | | | OPEN LINES. |
| 33,65 | Nil | 2,77 | Nil | 36,42 | Hoshiarpur-Doab (N. W.)— |
| 26,35 | Nil | 2,40 | Nil | 28,75 | Jullundur-Mukerian (N. W.). |
| 23,85 | Nil | 3,13 | Nil | 26,98 | Phagwara-Rahon (N. W.). |
| 92,28 | Nil | 5,83 | Nil | 98,11 | Mandra-Bhaun (N. W.). |
| 28,94 | Nil | 2,55 | Nil | 31,49 | Sara-Sirajganj (E. B.). |
| 1,26,11 | Nil | 10,99 | Nil | 1,37,10 | Siakot-Narowal (N. W.). |
| 33,99 | 3 | 4,04 | Nil | 38,06 | Tapti Valley (B., B. & C. I.). |
| 11,28 | 6,38 | 3,43 | Nil | 21,09 | Ahmedabad-Parantij (B., B. & C. I.). |
| 8,41 | 2,34 | 1,85 | Nil | 12,60 | Champaner-Shivrajpur-Pani Light (B., B. & C. I.). |
| 59,65 | 18,87 | 15,09 | Nil | 93,61 | Dhond-Baramati (G. I. P.). |
| 8,94 | 1,80 | 3,42 | Nil | 14,16 | Ellichpur-Yeotmal (including Palgaon Arvi railway) (G. I. P.). |
| 17,50 | 5,31 | 1,67 | Nil | 24,48 | Godhra-Lunavada (B., B. & C. I.). |
| 6,72 | 1,52 | 78 | Nil | 9,02 | Jacobabad-Kashmor (N. W.). |
| 20,32 | 6 75 | 3,54 | Nil | 30,61 | Khulna-Bagerhat (E. B.). |
| 24,12 | 61 | Nil | Nil | 24,73 | Larkana-Jacobabad (N. W.). |
| 8,85 | 4,73 | 2,72 | Nil | 16,30 | Mayurbhanj (B. N.). |
| 12,04 | 2,02 | 3,77 | Nil | 17,83 | Nadiad Kapadvanj (B., B. & C. I.). |
| 41,71† | 6,67† | 9,63† | Nil | 58,01 | Pachora-Jamner (G. I. P.). |
| 5,84,71 | 57,03 | 77,61 | Nil | 7,19,35 | Darjeeling-Himalayan Extensions. |
| | | | | | TOTAL (2). |

* Includes Rs. 1,20,414 direct outlay by the Managing Agents.

† The difference in sub-head figures is due to redistribution of expenditure according to revised classification.

2 (b).—Statement of Capital Outlay to the end of the

| Railway. | Gauge. | CAPITAL OUTLAY DURING THE YEAR. | | | | |
|----------|--------|---------------------------------|----------------|--------------------------------------|--|-------|
| | | Works. | Rolling stock. | General charges (including ferries). | Stores, etc., not finally charged off in the Accounts. | Total |
| | | 3 | 4 | 5 | 6 | 7 |
| 1 | 2 | | | | | |
| | | Rs. | Rs. | Rs. | Rs. | Rs. |

OPEN LINES.

3. BRANCH LINE COMPANIES' RAILWAYS UNDER

| | | | | | | |
|---|--------|----|-----|-----|-----|----|
| Jamnagar-Dwarka | 3' 3½" | 10 | Nil | Nil | Nil | 10 |
| Mymensingh- Bhairab Bazar (A. B.) | " | 46 | Nil | Nil | Nil | 46 |
| TOTAL (3) | .. | 56 | Nil | Nil | Nil | 56 |

4. COMPANIES' LINES SUBSIDIZED BY THE

OPEN LINES.

| | | | | | | |
|--|--------|------|------|-----|-----|-------|
| Bengal and North-Western | 3' 3½" | 4,31 | 8,79 | —1 | 4 | 13,13 |
| Bengal Dooars Extensions* | " | 37 | 3 | Nil | —25 | 15 |
| Mirpur Khas-Khadro* (Jodhpur) | " | 32 | Nil | Nil | Nil | 32 |
| Rohilkund and Kumaon | " | 1,34 | 1,32 | Nil | Nil | 2,66 |
| Barsi Light* | 2' 6" | 14 | —52 | 2 | —11 | —47 |
| Dehri-Rohtas Light | " | 5 | Nil | Nil | —7 | —2 |
| Shahdara (Delhi)-Saharanpur Light* | " | 13 | 2 | Nil | 18 | 33 |
| Matheran Light* | 2' 0" | Nil | 10 | Nil | Nil | 10 |
| TOTAL (4) | .. | 6,66 | 9,74 | 1 | —21 | 16,20 |

5. COMPANIES' LINES SUBSIDIZED

OPEN LINES.

| | | | | | | |
|--------------------------------|--------|-----|-----|-----|-----|-----|
| Dibru-Sadiya | 3' 3½" | 11 | . | .. | | 11 |
| Darjeeling-Himalayan | 2' 0" | Nil | Nil | Nil | —27 | —27 |
| TOTAL (5) | .. | 11 | Nil | Nil | —27 | —16 |

OPEN LINES.

6. UNASSISTED

| | | | | | | |
|--|--------|-----|-----|-----|-----|-------------|
| Ledo and Tikak-Margherita Colliery (Dibru-Sadiya). | 3' 3½" | Nil | Nil | Nil | Nil | Nil |
| Bengal Provincial | 2' 6" | Nil | Nil | Nil | —5 | —5 |
| Jessore Jhenidah | " | | | | | Figures not |
| Parlakimedi Light (B. N.) | " | 15 | 15 | Nil | Nil | 30 |
| Tesnore Balipara Light‡ | " | Nil | Nil | Nil | Nil | Nil |
| Jagadhri Light | 2' 0" | Nil | Nil | Nil | Nil | Nil |
| Kulasekarapatnam Light. | " | Nil | Nil | Nil | Nil | Nil |
| Trivellore Light | " | Nil | Nil | Nil | Nil | Nil |
| TOTAL (6) | .. | 15 | 15 | Nil | —5 | 25 |

* Receives land only from Government.

‡ This line having ceased to be subsidized by the District Board has been shown under "6. Unassisted Companies Lines" instead of under "8. Companies' lines subsidised by District Board".

year 1935-36 of other than State-owned Railways—contd.

(In thousands of rupees.)

| TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR. | | | | | Railway |
|--|---------------|--------------------------------------|--|-------|---------|
| Works | Rolling Stock | General charges (including ferries). | Stores, etc., not finally charged off in the Accounts. | Total | |
| 8 | 9 | 10 | 11 | 12 | 13 |
| Rs. | Rs. | Rs. | Rs. | Rs. | |

OPEN LINES.

GUARANTEE AND REBATE TERMS.

| | | | | | |
|---------|------|------|------|---------|----------------------------------|
| 60,85 | 2,96 | 2,56 | 2,00 | 68,37 | Jamnagar-Dwarka. |
| 1,16,85 | Nil | 7,00 | Nil | 1,23,85 | Mymensingh-Bhairab Bazar (A B.). |
| 1,77,70 | 2,96 | 9,56 | 2,00 | 1,92,22 | TOTAL (3). |

GOVERNMENT OF INDIA.

| | | | | | OPEN LINES |
|----------|---------|---------|-------|----------|-------------------------------------|
| 8,29,14† | 2,71,54 | 91,76 | 5,95 | 11,98,39 | Bengal and North-Western. |
| 93,60 | 16,18 | 8,61 | 3,18 | 1,21,57 | Bengal Dooars Extensions * |
| 8,90 | Nil | 58 | Nil | 9,48 | Mirpur khas- Khadro* (Jodhpur). |
| 1,34,28 | 57,97 | 12,94 | Nil | 2,05,19 | Rohilkund and Kumaon. |
| 1,27,59 | 48,66 | 7,99 | 1,80 | 1,86,04 | Barsi Light * |
| 7,66 | 3,85 | 41 | 56 | 12,48 | Dehri-Rohas Light |
| 35,72 | 14,01 | Nil | 1,28 | 51,01 | Shahdara (Delhi)-Saharanpur Light.* |
| 11,95 | 42 | 7 | Nil | 12,44† | Matheran Light * |
| 12,48,84 | 4,12,63 | 1,22,36 | 12,77 | 17,96,60 | TOTAL (4). |
| | | | | | OPEN LINES. |

BY LOCAL GOVERNMENTS.

| | | | | | |
|---------|-------|-------|------|---------|----------------------|
| 74,18 | 59,88 | 18,18 | 1,50 | 1,53,74 | Dibru-Sadiya |
| 32,57 | 12,50 | 2,90 | 2,33 | 50,30 | Darjeeling-Himalayan |
| 1,06,75 | 72,38 | 21,08 | 3,83 | 2,04,04 | TOTAL (5). |

COMPANIES' LINES.

| | | | | | OPEN LINES. |
|------------|-------|------|-----|-------|---|
| 16,94 | Nil | Nil | Nil | 16,94 | Ledo and Tikak-Margherita Colliery (Dibru-Sadiya) |
| 8,80 | 2,76 | 1 | 18 | 11,75 | Bengal Provincial. |
| available. | | | | | Jessore Jhenidah. |
| 18,34 | 5,31 | 2,16 | Nil | 25,81 | Parlakundi Light (B N). |
| 3,20 | 1,60 | 7 | Nil | 4,87 | Tezpur Bahpara Light.‡ |
| 62 | 39 | 12 | Nil | 1,13 | Jagadhri Light. |
| 3,38 | 2,13 | 3 | Nil | 5,64 | Kulasekarapatnam Light. |
| 39 | 70 | 9 | Nil | 1,18 | Trivellore Light. |
| 51,67 | 12,89 | 2,48 | 18 | 67,22 | TOTAL (6). |

† Includes 11,95 being the capital outlay to the end of 1927-28, the details of which are not available.

‡ Includes 4 on account of survey.

2 (b).—Statement of Capital Outlay to the end of the year

| Railway. | Gauge. | CAPITAL OUTLAY DURING THE YEAR. | | | | |
|---|--------|---------------------------------|----------------|--------------------------------------|--|--------|
| | | Works. | Rolling Stock. | General charges (including ferries). | Stores, etc., not finally charged off in the accounts. | Total. |
| | | 3 | 4 | 5 | 6 | 7 |
| 1 | 2 | Rs. | Rs. | Rs. | Rs. | Rs. |
| 7. DISTRICT | | | | | | |
| OPEN LINES. | | | | | | |
| Tenali-Repalle (M. & S. M.) | 5' 6" | 1 | Nil | Nil | Nil | 1 |
| Bezawada-Masulipatam (M. & S. M.) | 3' 3½" | 50 | Nil | 1 | Nil | 51 |
| Pedanaur-Pollachi (S. I.) | " | —1 | —1,74 | Nil | Nil | —1,75 |
| Tinnevely-Tiruchendur (E. I.) | " | Nil | Nil | Nil | Nil | Nil |
| TOTAL (7) | .. | 50 | —1,74 | 1 | Nil | —1,23 |

| | | | | | | |
|-----------------------------------|--------|------|-----|-----|------|------|
| 8. COMPANIES' LINES SUBSIDIZED BY | | | | | | |
| OPEN LINES. | | | | | | |
| Bengal Doonars | 3' 3½" | 77 | Nil | 2 | Nil | 79 |
| Arrah-Sasaram Light | 2' 6" | 10 | 21 | Nil | 6 | 37 |
| Baraset-Basirhat Light | " | 19 | 9 | Nil | 1 | 29 |
| Bukhtiarpur-Bihar Light | " | Nil | 23 | Nil | —5 | 18 |
| Howrah-Amra Light | 2' 0" | 13 | 5 | Nil | 98 | 106 |
| Howrah Sheakhala Light | " | Nil | 15 | Nil | 14 | 29 |
| TOTAL (8) | .. | 1,19 | 73 | 2 | 1,04 | 2,98 |

1935-36 of other than State-owned Railways (In thousands of rupees.)—contd.

| TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR | | | | | Railway. |
|---|----------------|--------------------------------------|---|--------|-----------------------------------|
| Works. | Rolling Stock. | General charges (including ferries). | Stores, etc., not finally charged off in the accounts | Total. | |
| 8 | 9 | 10 | 11 | 12 | |
| Rs. | Rs. | Rs. | Rs. | Rs. | 13 |
| BOARD LINES. | | | | | OPEN LINES. |
| 14,83 | Nil | 1,14 | Nil | 15,97 | Tenali-Repalle (M. & S. M.). |
| 23,15 | Nil | 1,60 | Nil | 24,75 | Bezwada-Masulipatam (M. & S. M.). |
| 8,86 | 5 12 | 1,28 | Nil | 15,24 | Podanur-Pollachi (S. I.). |
| 24 56 | Nil | 2,49 | Nil | 27,05 | Tinnevely-Tiruchendur (S. I.). |
| 71,40 | 5,12 | 6,49 | Nil | 83,01 | TOTAL (7) |

DISTRICT BOARDS.**OPEN LINES.**

| | | | | | |
|---------|-------|------|------|---------|--------------------------|
| 33,94 | 7,36 | 2,59 | Nil | 43,89 | Bengal Doorgs. |
| 18,79 | 6,56 | Nil | 22 | 25,57 | Arrah-Sasaram Light. |
| 19,38 | 6,43 | Nil | 25 | 26,06 | Baraset-Basirhat Light. |
| 10,55 | 4,68 | Nil | 8 | 15,31 | Bukhtiarpur-Bihar Light. |
| 18,23 | 12,00 | Nil | 1,64 | 31,87 | Howrah-Amta Light. |
| 4,99 | 3,16 | Nil | 41 | 8,56 | Howrah Sheakhala Light. |
| 1,06,88 | 40,19 | 2,59 | 2,60 | 1,51,26 | TOTAL (8). |

2. (b)—Statement of Capital Outlay to the end of the year

| Railway. | Gauge. | CAPITAL OUTLAY DURING THE YEAR. | | | | |
|---|--------|---------------------------------|----------------|--------------------------------------|--|--------|
| | | Works. | Rolling Stock. | General charges (including ferries). | Stores, etc., not finally charged off in the accounts. | Total. |
| | | 3 | 4 | 5 | 6 | 7 |
| 1 | 2 | Rs. | Rs. | Rs. | Rs. | Rs. |
| 9. INDIAN STATE LINES WORKED | | | | | | |
| (a) OPEN LINES. | | | | | | |
| Nizam's State † | 5' 6" | 5,11 | 65 | 8 | —1,94 | 3,90 |
| Bhavnagar State | 3' 3½" | 1,00 | 1,46 | Nil | —52 | 1,94 |
| Bikaner State | " | 99 | —27 | Nil | —3 | 69 |
| Gaekwar's Baroda State (Mchsana) | " | 61 | 3,31 | Nil | Nil | 3,92 |
| Gondal | " | 3,59 | 56 | 1 | 8 | 4,24 |
| Jetalsar-Rajkot (Gondal) | " | 20 | Nil | Nil | —20 | Nil |
| Jodhpur | " | 24 | 5,07 | Nil | 28 | 5,59 |
| Junagad State | " | 2,96 | 1,91 | 20 | 3,58 | 8,65 |
| Morvi | " | 2,00 | 1,53 | Nil | —25 | 3,28 |
| Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections and Arsalu-Anandapuram) | " | 3,50 | 3,18 | 5 | —67 | 6,06 |
| Porbandar State | " | —49 | 29 | Nil | —17 | —37 |
| Udaipur-Chitorgarh | " | 7,19 | 1,12 | 16 | —30 | 8,17 |
| Rodeli-Chhota Udaipur (Gaekwar's Baroda State) | 2' 6" | Nil | Nil | Nil | Nil | Nil |
| Cutch State | " | 18 | 47 | Nil | 1,96 | 2,61 |
| Dholpur State* | " | 7 | 2 | Nil | Nil | 9 |
| Gaekwar's Baroda State | " | —8 | —45 | Nil | 43 | —10 |
| Kolar District | " | Nil | 3 | Nil | Nil | 3 |
| Gwahar Light | 2' 0" | 6 | Nil | Nil | Nil | 6 |
| Tarikere-Narasimharajapura Light (Mysore) | " | 3 | 21 | Nil | Nil | 24 |
| TOTAL (a) | .. | 27,16 | 19,09 | 50 | 2,25 | 49,00 |
| (b) LINES UNDER CONSTRUCTION. | | | | | | |
| Tahsil Bhadra to Sadulpur (Bikaner State) | 3' 3½" | Nil | Nil | Nil | Nil | Nil |
| Anandapuram to Sagra (Mysore) | " | 54 | Nil | 8 | Nil | 62 |
| Jalore-Bhimmal, Phalodi-Pokran (Jodhpur) | " | 3,26 | Nil | 11 | Nil | 3,37 |
| Sasan to Visavadar (Junagad) | " | 33 | Nil | 2 | Nil | 35 |
| Prachi Road to Kodinar (Gaekwar's Baroda State) | " | 1,09 | Nil | 4 | Nil | 1,13 |
| Dholpur to Rajakhara (Dholpur State) | 2' 6" | Nil | Nil | Nil | Nil | Nil |
| TOTAL (b) | .. | 5,22 | Nil | 25 | Nil | 5,47 |
| TOTAL (9) [=a+b] | .. | 32,38 | 19,09 | 75 | 2,25 | 54,47 |

*The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli Section.

† Includes figures for Metre Gauge.

1935-36 of other than State-owned Railways (In thousands of rupees.)—contd.

| TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR. | | | | | RAILWAY. |
|--|----------------|--------------------------------------|--|------------|---|
| Works. | Rolling stock. | General charges (including ferries). | Stores, etc., not finally charged off in the accounts. | Total. | |
| 8 | 9 | 10 | 11 | 12 | |
| Rs. | Rs. | Rs. | Rs. | Rs. | |
| BY INDIAN STATES. | | | | | (a) OPEN LINES. |
| 10,36,77 | 2,83,51 | 92,16 | 24,64 | § 14,37,08 | Nizam's State.† |
| 1,59,27 | 70,05 | 7,51 | 4,55 | 2,41,38 | Bhavnagar State |
| 2,63,27 | 90,46 | 5,64 | 5,23 | 3,64,60 | Bikaner State. |
| 1,40,32 | 24,37 | 11,00 | Nil | 1,75,69 | Gaekwar's Baroda State (Mehsana). |
| 71,68 | 34,72 | 2,49 | 3,51 | 1,12,40 | Gondal. |
| 27,67 | Nil | 90 | —5 | 28,52 | Jetalsar-Rajkot (Gondal). |
| 2,26,24 | 1,72,72 | 1,83 | 9,21 | 4,10,00 | Jodhpur. |
| 1,05,03 | 30,39 | 4,40 | 9,31 | 1,49,13 | Junagad State. |
| 68,64 | 36,35 | 2,23 | 2,34 | 1,09,56 | Morvi. |
| ††2,29,49 | ††83,65 | ††20,16 | ††4,74 | ††3,38,04 | Mysore (including Birur-Shimoga-Chick-jalur-Chitaldrug, Mysore Bangalore, Mysore-Arsikere Nanjangud-Chamarajangar, Shimoga-Arsalu Sections and Arsalu—Anandapuram). |
| 14,35 | 11,77 | 1,06 | 1,12 | 28,30 | Porbandar State. |
| 98,43 | 18,17 | 4,78 | 63 | 1,22,01 | Udaipur-Chitorgarh |
| 9,37 | Nil | 1,19 | Nil | 10,56 | Bodeli-Chhota Udaipur (Gaekwar's Baroda State). |
| 16,91 | 3,39 | 2,08 | 1,96 | 23,34 | Cutch State. |
| 11,58 | 4,38 | 51 | Nil | 16,47 | Dholpur State.* |
| 2,23,26 | 55,74 | 20,92 | 6,95 | 3,06,87 | Gaekwar's Baroda State |
| 14,47 | 11,46 | 1,50 | 17 | 27,60 | Kolar District |
| 1,01,40 | 15,22 | 6,01 | Nil | 1,22,63 | Gwahar Light. |
| 9,21 | 3,16 | 76 | —2 | 13,11 | Tarikere-Narasimharajapura Light (Mysore) |
| 28,26,36 | 9,49,51 | 1,87,13 | 74,29 | 40,37,29 | TOTAL (a). |
| | | | | | (b) LINES UNDER CONSTRUCTION. |
| 71 | Nil | Nil | Nil | 71 | Tahsil Bhadra to Sadulpur (Bikaner State). |
| 54 | Nil | 8 | Nil | 62 | Anandapuram to Sagra (Mysore). |
| 56,53 | Nil | 1,80 | Nil | 58,33 | Jalore-Bhimmal, Phalodi-Pokran (Jodhpur) |
| 60 | Nil | 2 | Nil | 62 | Sasan to Visavadar (Junagad) |
| 2,25 | Nil | 5 | Nil | 2,30 | Prachi Road to Kodinar (Gaekwar's Baroda State) |
| 87 | Nil | 7 | Nil | 94 | Dholpur to Rajakhara (Dholpur State) |
| 61,50 | Nil | 2,02 | Nil | 63,52 | TOTAL (b). |
| 28,87,86 | 9,49,51 | 1,89,15 | 74,29 | 41,00,81 | TOTAL (9) [= a + b]. |

§ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

†† Includes the outlay on Arsalu-Anandapuram Construction shown last year under "lines under construction". Taken under open lines this year as the line has been opened for traffic.

2. (b)—Statement of Capital Outlay to the end of the year

| Railway. | Gauge. | CAPITAL OUTLAY DURING THE YEAR. | | | | |
|--|--------|---------------------------------|----------------|--------------------------------------|--|--------|
| | | Works. | Rolling stock. | General charges (including ferries). | Stores, etc., not finally charged off in the accounts. | Total. |
| | | 3 | 4 | 5 | 6 | 7 |
| 1 | 2 | Rs. | Rs. | Rs. | Rs. | Rs. |
| OPEN LINES | | 10. INDIAN STATE LINES | | | | |
| Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.) | 5' 6" | 13 | Nil | Nil | Nil | 13 |
| Bhopal Itarsi* (G. I. P.) | " | Nil | Nil | Nil | Nil | Nil |
| Bhopal Ujjain (G. I. P.) | " | —1 | Nil | Nil | Nil | —1 |
| Bina-Goonna-Baran (G. I. P.) | " | 1 | Nil | Nil | Nil | 1 |
| Jammu and Kashmir (Indian State section) (N. W.) | " | 11 | Nil | Nil | Nil | 11 |
| Jind-Panipat (Indian State section) (N. W.) . | " | Nil | Nil | Nil | Nil | Nil |
| Khanpur-Chachran (N. W.) | " | Nil | Nil | Nil | Nil | Nil |
| Kolar Gold Fields (M. & S. M.) | " | Nil | Nil | Nil | Nil | Nil |
| Ludhiana-Dhuri-Jakhal (N. W.) | " | 7 | Nil | Nil | Nil | 7 |
| Nagda-Ujjain (B. B. & C. I.) | " | 8 | Nil | Nil | Nil | 8 |
| Petlad-Cambay (Anand-Tarapur section) (B. B. & C. I.) | " | 5 | Nil | Nil | Nil | 5 |
| Petlad-Cambay (Tarapur-Cambay section) (B. B. & C. I.) | " | Nil | Nil | Nil | Nil | Nil |
| Rajpura-Bhatinda (N. W.) | " | 11 | Nil | Nil | Nil | 11 |
| Shoranur-Cochin (S. I.) | " | —1,10 | 63 | —83 | 4 | —126 |
| Sirhind Rupar (N. W.) ‡ | " | 3 | Nil | Nil | Nil | 3 |
| Bangalore-Hanhar (M. & S. M.) | 3' 3½" | 93 | 18 | Nil | 16 | 1,27 |
| Cooch Behar State (E. B.) | " | —1 | Nil | Nil | Nil | —1 |
| Dhrangadra (B. B. & C. I.) | " | Nil | Nil | Nil | Nil | Nil |
| Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.) | " | Nil | Nil | Nil | Nil | Nil |
| Jaipur State (B. B. & C. I.) | " | Nil | Nil | Nil | Nil | Nil |
| Kolhapur State (M. & S. M.) | " | Nil | Nil | Nil | Nil | Nil |
| Okhamandal (Jamnagar Dwarka) | " | Nil | —29 | Nil | Nil | —29 |
| Palanpur Deesa (B. B. & C. I.) | " | Nil | Nil | Nil | Nil | Nil |
| Quilon-Trivandrum Extension (Travancore Ry.) (S. I.) | " | —4 | Nil | —6 | Nil | —10 |
| Jamnagar (Jamnagar Dwarka) | " | —1 | —2 | Nil | Nil | —3 |
| Sangli State (M. & S. M.) | " | Nil | Nil | Nil | Nil | Nil |
| Piplod Devgad Baria (B. B. & C. I.) | " | 4 | Nil | Nil | Nil | 4 |
| Rajpipla State (B. B. & C. I.) † | " | 2 | 24 | Nil | Nil | 26 |
| TOTAL (10) | .. | 41 | 74 | —89 | 20 | 46 |

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

‡ Includes expenditure incurred by the Patiala Durbar.

† Includes the Jhagadia Netrang Ry. The Durbar has not yet intimated the capital outlay on the Jhagadia Netrang Ry.

1935-36 of other than State-owned Railways (In thousands of rupees.)-contd.

| TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR | | | | | RAILWAY. |
|---|----------------|-------------------------------------|--|----------|---|
| Works. | Rolling stock. | General charges (including ferries) | Stores, etc., not finally charged off in the accounts. | Total | |
| 8 | 9 | 10 | 11 | 12 | |
| Rs. | Rs. | Rs. | Rs. | Rs. | 13 |
| WORKED BY THE MAIN LINE. | | | | | OPEN LINES. |
| 81,26 | Nil | 12,30 | Nil | 93,56 | Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.) |
| 50,00 | Nil | Nil | Nil | 50,00 | Bhopal Itarsi* (G. I. P.) |
| 75,11 | Nil | 6,96 | Nil | 82,07 | Bhopal Ujjain (G. I. P.) |
| 93,75 | 18 | 8,24 | Nil | 1,02,17 | Bina-Gomna-Baran (G. I. P.). |
| 10,95 | Nil | 60 | Nil | 11,55 | Jammu and Kashmir (Indian State section). (N. W.) |
| 15,83 | Nil | 1,73 | Nil | 17,56 | Jind-Panipat (Indian State section) (N. W.). |
| 13,48 | Nil | 88 | Nil | 14,36 | Khanpur-Chachran (N. W.). |
| 11,84 | Nil | 64 | Nil | 12,48 | Kolar Gold Fields (M. & S. M.) |
| 47,29 | Nil | 2,29 | Nil | 49,58 | Ludhiana-Dhuri-Jakhal (N. W.). |
| 21,09 | Nil | 1,72 | Nil | 22,81 | Nagda-Ujjain (B. B. & C. I.) |
| 13,68 | Nil | 83 | 10 | 14,61 | Petlad-Cambay (Ad. T. pur sec.) (B. B. & C. I.). |
| 9,02 | Nil | 32 | Nil | 9,34 | Petlad-Cambay (T. pur-Caby sec.) (B. B. & C. I.). |
| 76,95 | Nil | 2,60 | Nil | 79,64 | Rajpura-Bhatinda (N. W.). |
| 92,35 | 63 | 11,47 | 37 | 1,04,82 | Shoranur-Cochin (S. I.). |
| 29,53 | Nil | 2,08 | Nil | 31,61 | Sirhind Rupar (N. W.). ‡ |
| 1,18,69 | 53,98 | 5,52 | 2,24 | 1,80,43 | Bangalore Hanahat (M. & S. M.). |
| 19,77 | 1,03 | 94 | Nil | 21,74 | Cooch Behar State (E. B.). |
| 14,39 | 4 | 67 | Nil | 15,10 | Dhruangadra (B. B. & C. I.). |
| 24,52 | Nil | 1,44 | Nil | 25,96 | Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.). |
| 72,93 | Nil | 3,39 | 30 | 76,62 | Jaipur State (B. B. & C. I.). |
| 22,39 | Nil | 1,21 | Nil | 23,60 | Kolhapur State (M. & S. M.). |
| 25,73 | 11,99 | 2,04 | 1,00 | 40,76 | Okhamandal (Jamnagar Dwarka). |
| 5,80 | Nil | 15 | Nil | 5,95 | Palampur-Deesa (B. B. & C. I.). |
| 66,21 | 5,76 | 8,28 | Nil | 80,25 | Quilon-Trivandrum Extension (Travancore Ry.) (S. I.). |
| 30,22 | 16,75 | 95 | 2,00 | 49,92 | Jamnagar (Jamnagar Dwarka). |
| 1,95 | Nil | 10 | Nil | 2,05 | Sangli State (M. & S. M.). |
| 5,82 | 3,29 | 66 | Nil | 9,77 | Piplod Devgad Baria (B. B. & C. I.). |
| 14,71 | 3,31 | 1,19 | Nil | 19,21 | †Rajpipla State (B. B. & C. I.). |
| 10,65,26 | 96,96 | 79,29 | 6,01 | 12,47,52 | TOTAL (10). |

2. (b)—Statement of Capital Outlay to the end of the year

| Railway. | Gauge. | CAPITAL OUTLAY DURING THE YEAR. | | | | |
|----------|--------|---------------------------------|----------------|--------------------------------------|---|--------|
| | | Works. | Rolling stock. | General charges (including ferries). | Stores, etc., not finally charged off in the accounts | Total. |
| | | 3 | 4 | 5 | 6 | 7 |
| 1 | 2 | Rs. | Rs. | Rs. | Rs. | Rs. |

11. COMPANIES' LINE

| OPEN LINES. | | | | | | |
|---|-------|-----|---|-----|-----|---|
| Bangalore-Chick Ballapur Light (Mysore) | 2' 6" | Nil | 1 | Nil | Nil | 1 |
| TOTAL (11) | .. | Nil | 1 | Nil | Nil | 1 |

12. LINES IN FOREIGN TERRITORY WORKED

| OPEN LINES. | | | | | | |
|--------------------------------------|--------|-------|-------|-----|------|-------|
| Peralam-Karaikkal (S I). | 3' 3½" | Nil | Nil | Nil | Nil | Nil |
| Pondicherry (S. I) | .. | Nil | Nil | Nil | Nil | Nil |
| West of India Portuguese (M. & S. M) | .. | ‡54 | .. | .. | .. | 54 |
| TOTAL (12) | .. | 54 | Nil | Nil | Nil | 54 |
| 13. TOTAL (1) TO (12). | . | 43,47 | 28,84 | 19 | 2,99 | 75,49 |
| 4. Miscellaneous | .. | Nil | Nil | Nil | Nil | Nil |
| 15. Grand Total | .. | 43,47 | 28,84 | 19 | 2,99 | 75,49 |

‡ Represents total figure, the details being not available.

1935-36 of other than State-owned Railways (In thousands of rupees)—concl'd.

| TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR. | | | | | RAILWAY. |
|--|----------------|--------------------------------------|--|--------|----------|
| Works. | Rolling Stock. | General charges (including ferries). | Stores, etc., not finally charged off in the accounts. | Total. | |
| 8 | 9 | 10 | 11 | 12 | |
| Rs. | Rs. | Rs. | Rs. | Rs. | 13 |

GUARANTEED BY INDIAN STATES.

OPEN LINES.

| | | | | | |
|------|------|------|-----|-------|---|
| 8,43 | 5,95 | 1,76 | Nil | 16,14 | Bangalore-Chick Ballapur Light. (Mysore). |
| 8,43 | 5,95 | 1,76 | Nil | 16,14 | TOTAL (11). |

BY BRITISH INDIAN RAILWAY COMPANIES.

OPEN LINES.

| | | | | | |
|----------|----------|---------|---------|----------|--|
| 8,13 | Nil | 1,14 | Nil | 7,27 | Peralam Karaikkal (S. I.). |
| 5,37 | Nil | 36 | Nil | 5,73 | Pondicherry (S. I.). |
| ‡2,26,19 | .. | .. | .. | 2,26,19 | West of India Portuguese (M. & S. M.). |
| 2,37,69 | Nil | 1,50 | Nil | 2,39,19 | TOTAL (12). |
| 67,20,92 | 16,78,10 | 5,31,07 | 1,03,23 | 90,33,32 | 13. TOTAL (1) TO (12). |
| 8,23 | Nil | 64 | Nil | 8,87* | 14. Miscellaneous. |
| 67,29,15 | 16,78,10 | 5,31,71 | 1,03,23 | 90,42,19 | 15. Grand Total. |

* Made up of outlay by Forest Department on the Alnavar-Dandeh Railways Rs. 8,87.

‡ Represents the total figure, details not being available.

| | | | | | | | |
|---|--|----|----|----|----|----------------|----------|
| * The total Railway Receipts for the year are:— | | | | | | | Ra. |
| | Gross Receipts as per Col. 6 above | .. | .. | .. | .. | .. | 97,11,58 |
| Add— | Miscellaneous Railway Receipts | .. | .. | .. | .. | .. | 79,86 |
| | Government share of surplus profit from the subsidized companies, etc. | .. | .. | .. | .. | .. | 22,95 |
| | | | | | | Total Receipts | 98,14,39 |

| | |
|----------------|----------|
| Total Receipts | 98,14,39 |
|----------------|----------|

Revenue Receipts of State-owned Railways for the year 1935-36. (In thousands of rupees.)

| EXPENSES. | | | | | Net Revenue Receipts of State owned Railways. (Cols 6—13—14) | Percentage of Ordinary Working Expenses on Earnings $\left(\frac{(\text{Col } 7) \times 100}{\text{Cols } 2-5} \right)$ | Class and Name of Railway. |
|--------------------------------|------------------------|---|-----------------------------------|--------------------------|--|--|---|
| system including worked lines. | | Deduct Expenditure met from Depreciation Reserve Fund for the system. | Net Working Expenses (Cols 11—12) | Payment to Worked Lines. | | | |
| Suspense. | Total. (Cols. 7 to 10) | | | | | | |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| | | | | | | | STATE LINES WORKED BY THE STATE. |
| —69 | —30 | .. | —30 | .. | (a) 30 | .. | Aden. |
| 33 | 13,65,07 | 1,84,43 | 11,80,64 | 7,74 | 6,97,95 | 49.84 | East Indian. |
| —34 | 5,84,07 | 1,27,51 | 4,56,56 | 8,45 | 78,88 | 68.33 | Eastern Bengal. |
| —3,04 | 13,93,92 | 1,94,64 | 11,99,28 | 29,82 | (b) 4,06,02 | 5.18 | North Western. |
| —3,17 | 10,32,71 | 1,13,32 | 9,19,39 | 28,28 | 3,62,19 | 54.60 | Great Indian Peninsula. |
| 72 | 3,10,60 | 26,52 | 2,84,08 | . | 78,25 | 62.23 | Burma. |
| —6,19 | 46,86,07 | 6,46,42 | 40,39,65 | 74,29 | 16,23,50 | 55.85 | Total. |
| | | | | | | | STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES |
| —68 | 1,38,86 | .. | 1,38,86 | 6,47 | 26,58 | 69.45 | Assam-Bengal. |
| —1 | 6,09,79 | .. | 6,09,79 | 1,67 | 2,64,63 | 63.15 | Bengal-Nagpur. |
| .. | 6,60 | .. | 6,60 | .. | 5,19 | 55.89 | Bezwada Extension and Dhone, Kurnool |
| —3,07 | 6,60,22 | .. | 6,60,22 | 29,81 | 4,95,18 | 48.84 | Bombay, Baroda and Central India |
| —7 | 23,07 | .. | 23,07 | 1,31 | 16,43 | 53.65 | Jodhpur-Hyderabad (British Section) (Jodhpur). |
| 96 | 31,06 | .. | 31,06 | 18,81 | 20,69 | 40.10 | Lucknow-Bareilly (R. & K.). |
| —1,61 | 4,49,86 | .. | 4,49,86 | 27,34 | 2,53,25 | 53.50 | Madras and Southern Mahratta (excluding Mysore State). |
| —1,87 | 3,37,09 | .. | 3,37,09 | 7,11 | 1,84,22 | 56.33 | South Indian (including Travancore). |
| 42 | 1,59,19 | .. | 1,59,19 | 1,17,86 | 81,46 | 41.96 | Tirhoot (B. & N W) |
| —6 | 4,94,35 | 2,69,47 | 2,24,88 | .. | —2,24,88 | .. | Contribution to Depreciation Reserve Fund on account of Company worked Lines and miscellaneous. |
| —5,99 | 29,10,09 | 2,69,47 | 26,40,62 | 2,10,38 | 11,23,05 | 54.11 | Total. |
| —12,18 | 75,96,16 | 9,15,89 | *66,80,27 | 2,84,67 | 27,46,64 | 55.14 | GRAND TOTAL. |

| | Receipts. | Working expenses. | Payment to worked lines. | Net Receipts |
|---|-----------|-------------------|--------------------------|--------------|
| (a) Aden Railway, Commercial | .. | —2,36 | .. | 2,36 |
| Aden Railway, Military | .. | 2,06 | .. | —2,06 |
| Total | .. | —30 | .. | 30 |
| (b) N. W. Railway, Commercial | .. | 15,00,43 | 9,92,46 | 4,78,15 |
| N. W. Railway, Military | .. | 1,34,69 | 2,06,82 | —72,13 |
| Total | .. | 16,35,12 | 11,99,28 | 29,82 |
| *The total Expenditure on Railways for the year is :— | | | | |
| Working expenses as per column 13 above | .. | .. | .. | 66,80,27 |
| Payment to Worked Lines | .. | .. | .. | 2,84,67 |
| Add :—Miscellaneous Railway Expenditure | .. | .. | .. | 58,90 |
| Surplus profits paid to companies | .. | .. | .. | 50,95 |
| Interest charges as per Statement 4 | .. | .. | .. | 31,39,00 |
| Total Expenditure. | .. | .. | .. | 1,02,13,79 |

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1935-36.

| Class and Name of Railway. | Interest on sterling Debt. | INTEREST ON CAPITAL CONTRIBUTED BY COMPANIES. | | | Total Columns 2 and 5. | IN THOUSANDS OF RUPEES. | | | |
|---|----------------------------|---|------------------------------------|---------|------------------------|---|--|-------------------------|---------------------------------|
| | | On share capital. | On Debentures and Debenture Stock. | Total. | | Column 6 converted into Rupees at average rate of exchange. | Interest on Capital outlay provided by Government. | Interest on Rupee Debt. | GRAND TOTAL. (Cols. 7 to 9.) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Central. State Lines worked by the State. | £ | £ | £ | £ | £ | Rs. | Rs. | Rs. | Rs. |
| 1. Aden | .. | .. | .. | .. | .. | . | .. | .. | .. |
| 2. Eastern Bengal . . . | 126,227 | .. | .. | .. | 126,227 | 16,75 | 1,80,17 | .. | 1,96,92 |
| 3. East Indian (including South Bihar). | 2,009,015 | .. | . | .. | 2,009,015 | 2,66,48 | 3,27,87 | 4 | 5,94,39 |
| 4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme | 367,927 | .. | .. | .. | 367,927 | 48,80 | 4,04,95 | .. | 4,53,75 |
| 5. North Western (Military) . | . | .. | .. | .. | .. | .. | 1,37,52 | .. | 1,37,52 |
| 6. Burma | 37,875 | .. | .. | .. | 37,875 | 5,02 | 1,41,70 | .. | 1,46,72 |
| 7. Great Indian Peninsula . | 986,538 | .. | .. | .. | 986,538 | 1,30,86 | 2,98,27 | .. | 2,99,13 |
| 8. Coal Dept (Ry Collieries) | . | .. | .. | .. | . | . | 8,78 | .. | 8,78 |
| 9 TOTAL . | 3,527,582 | .. | .. | .. | 3,527,582 | 4,67,01 | 14,99,26 | 4 | 19,67,21 |
| State Lines worked by Companies or by Indian States. | | | | | | | | | |
| 10. Assam-Bengal . . . | .. | 45,000 | 12,927 | 57,927 | 57,927 | 7,72 | 83,91 | .. | 91,03 |
| 11. Bengal-Nagpur . . . | . | 105,000 | 134,697 | 239,697 | 239,697 | 31,96 | 2,98,84 | .. | 3,30,80 |
| 12. Bezwada (including Dhone Kurnool) | .. | .. | .. | .. | .. | .. | 1,91 | .. | 1,91 |
| 13. Bombay, Baroda and Central India. | 368,851 | 60,000 | 34,998 | 94,998 | 483,849 | 65,32 | 2,05,40 | 7,50 | 2,78,22 |
| 14. Jodhpur (British Section) (Jodhpur). | . | .. | .. | .. | . | . | 4,62 | .. | 4,62 |
| 15. Lucknow-Bareilly (R & K) | . | .. | (a)20,482 | 20,482 | 20,482 | 2,32 | 7,08 | .. | 9,40 |
| 16. Madras and Southern Mahratta. | 362,462 | 175,000 | 105,025 | 280,025 | 642,487 | 85,66 | 1,43,35 | .. | 2,29,01 |
| 17. South Indian . . . | 148,053 | 35,000 | 104,580 | 139,580 | 287,633 | 38,35 | 1,35,53 | .. | 1,73,88 |
| 18. Travancore (British Section) (S I) | .. | .. | .. | .. | .. | .. | 63 | .. | 63 |
| 19. Travancore (Indian State Section) (S I) | .. | .. | . | .. | .. | .. | 1,04 | .. | 1,04 |
| 20. Tirhoot (R. & N. W) | .. | .. | 80,326 | 80,326 | 80,326 | 10,71 | 26,84 | .. | 37,55 |
| 21 TOTAL . | 899,366 | 420,000 | 493,035 | 913,035 | 1,812,401 | 2,42,04 | 9,09,15 | 7,50 | 11,58,69 |
| Miscellaneous Items | | | | | | | | | |
| 22. Abandoned Projects, etc. | .. | .. | .. | .. | .. | . | 1,07 | .. | 1,07 |
| 23. Other miscellaneous items. Deduct — | .. | .. | .. | .. | .. | (b)—1,25 | 13,45 | .. | 12,20 |
| 24. Interest during construction charged to Capital of the Bengal Nagpur and South Indian Railways. | .. | .. | .. | .. | .. | .. | 16 | .. | 16 |
| Interest during period of construction charged to other Government Departments. | .. | .. | .. | .. | .. | .. | 1 | .. | 1 |
| 25. TOTAL . | .. | .. | .. | .. | .. | —1,25 | 14,35 | .. | 13,10 |
| 26. Total Central . | 4,426,948 | 420,000 | 493,035 | 913,035 | 5,339,983 | 7,08,70 | 24,22,76 | 7,54 | 31,39,00 |
| Provincial Railways. | | | | | | | | | |
| 27. Assam (Jorhat) . . . | .. | .. | .. | .. | .. | .. | 44 | .. | 44 |
| 28. United Provinces (Distillery Siding). | .. | .. | .. | .. | .. | .. | 7 | .. | 7 |
| 29. Total Provincial | .. | .. | .. | .. | .. | .. | 51 | .. | 51 |
| 30. Grand Total . | 4,426,948 | 420,000 | 493,035 | 913,035 | 5,339,983 | 7,08,70 | 24,23,27 | 7,54 | 31,39,51 |

(a) Represents interest on the State share of joint debenture stock.

(b) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company-worked Railways.

5. Statement of ^{Capital at Charge}_{Capital outlay†}, Revenue Earnings and Expenses for the years 1934-35 and 1935-36.
—contd. (In thousands of rupees.)

| Railway System. | Gauge. | Year. | For the system, i.e., both State-owned and other than State-owned portions. | | | | | | REMARKS. |
|----------------------------|-------------------------|---------|---|-------------------------|---------------------------|------------------------------------|---|--|---|
| | | | † Total capital at charge. | § Gross earnings. | § Working expenses. | Net earn- ings. (Cols. 5-6.) | Percent- age of working expens- es to gross earn- ings. (Col 6 × 100) Col. 5 | Percent- age of net earn- ings on total capital at charge given in column 4. (Col 7 × 100) Col. 4 | |
| | | | 4 | 5 | 6 | 7 | 8 | 9 | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| CLASS I—conold. | | | | | | | | | |
| Nizam's State | 5' 6" | 1934-35 | 14,78,62 | 1,38,49 | 69,61 | 68,88 | 50.26 | 6.39 | (a) Includes Rs. 87,68,000 being the outlay from Joint Debenture Stock on Lucknow Bareilly Railway. |
| | | 1935-36 | 14,82,63 | 1,36,31 | 69,06 | 66,35 | 51.32 | 6.13 | |
| | 3' 3½" | 1934-35 | ** | 75,50 | 49,86 | 25,64 | 66.05 | ** | |
| | | 1935-36 | ** | 75,61 | 51,12 | 24,49 | 67.61 | ** | |
| North Western (Commercial) | 5' 6" and 2' 6" | 1934-35 | 1,17,89,76 | 14,57,14 | 10,44,58 | 4,12,56 | 71.69 | 3.50 | |
| | | 1935-36 | 1,17,68,83 | 15,11,27 | 9,95,50 | 5,15,77 | 65.87 | 4.38 | |
| North Western (Military) | 5' 6" and 2' 6" | 1934-35 | 34,06,54 | 1,26,70 | 1,89,79 | —63,09 | 149.79 | —1.85 | |
| | | 1935-36 | 34,00,68 | 1,34,69 | 2,06,82 | —72,13 | 153.56 | —2.12 | |
| North Western (Total) | .. | 1934-35 | 1,51,96,30 | 15,83,84 | 12,34,37 | 3,49,47 | 77.94 | 2.30 | |
| | | 1935-36 | 1,51,69,51 | 16,45,96 | 12,02,32 | 4,43,64 | 73.05 | 2.92 | |
| Rohilkund and Kumaon | 3' 3½" | 1934-35 | (a)4,50,84 | 69,80 | 32,33 | 37,47 | 46.31 | 8.31 | |
| | | 1935-36 | (a)4,56,69 | 70,37 | 31,63 | 38,74 | 44.95 | 8.48 | |
| South Indian | 5' 6", 3' 3½" and 2' 6" | 1934-35 | 47,68,47 | 5,52,32 | 3,22,08 | 2,30,24 | 58.31 | 4.83 | |
| | | 1935-36 | 47,87,02 | 5,27,65 | 3,38,96 | 1,88,69 | 64.24 | 3.94 | |
| Total Class I Railways | .. | 1934-35 | 8,47,34,07 | 99,12,74 | 65,93,97 | 33,18,77 | 66.52 | 3.92 | |
| | | 1935-36 | 8,41,06,77 | 1,00,19,03 | 66,37,41 | 33,81,62 | 66.25 | 4.02 | |
| CLASS II. | | | | | | | | | |
| Barai Light | 2' 6" | 1934-35 | 1,86,51 | 18,10 | 11,34 | 6,76 | 62.65 | 3.62 | |
| | | 1935-36 | 1,86,04 | 19,26 | 11,35 | 7,91 | 58.91 | 4.25 | |
| Bengal Doonars | 3' 3½" | 1934-35 | 1,64,52 | 20,57 | 11,88 | 8,69 | 57.77 | 5.28 | |
| | | 1935-36 | 1,65,46 | 18,53 | 11,72 | 6,81 | 63.25 | 4.11 | |
| Bhavnagar State | 3' 3½" | 1934-35 | 2,39,44 | 36,22 | 17,93 | 18,29 | 49.50 | 7.64 | |
| | | 1935-36 | 2,41,38 | 34,38 | 19,70 | 14,68 | 57.29 | 6.08 | |
| Bikaner State | 3' 3½" | 1934-35 | 3,64,62 | 38,81 | 24,93 | 13,88 | 64.24 | 3.81 | |
| | | 1935-36 | 3,65,31 | 39,08 | 27,66 | 11,42 | 70.78 | 3.13 | |
| Darjeeling Himalayan | 2' 0" | 1934-35 | 1,08,51 | 17,26 | 11,80 | 5,46 | 68.36 | 5.03 | |
| | | 1935-36 | 1,08,31 | 17,81 | 12,15 | 5,66 | 68.22 | 5.22 | |

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspension).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

** No separate Capital account is maintained for each gauge, hence shown under Broad Gauge.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1934-35 and 1935-36.

—contd.

(In thousands of rupees.)

| Railway System. | Gauge | Year | For the system, i.e., both State-owned and other than State-owned portions. | | | | | | REMARKS. |
|------------------------------------|--------|---------|---|------------------|--------------------|--------------------------|--|---|----------|
| | | | † Total capital at charge | § Gross earnings | § Working expenses | Net earnings (Cols. 5-6) | Per-centage of working expenses to gross earnings. | Per-centage of net earnings on total capital at charge given in column 4. | |
| | | | | | | | (Col 6 × 100) Col 5 | (Col 7 × 100) Col 4 | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| CLASS II—concl'd. | | | | | | | | | |
| Dibru-Sadiya | 3' 3½" | 1934-35 | 1,70,57 | 20,99 | 12,97 | 8,02 | 61.79 | 4.70 | |
| | | 1935-36 | 1,70,68 | 20,28 | 12,63 | 7,65 | 62.28 | 4.48 | |
| Gaekwar's Baroda State | 3' 3½" | 1934-35 | 1,72,94 | 23,34 | 13,38 | 9,96 | 57.33 | 5.79 | |
| | | 1935-36 | 1,77,99 | 23,05 | 14,11 | 8,94 | 61.21 | 5.09 | |
| | 2' 6" | 1934-35 | 3,17,53 | 22,62 | 17,05 | 5,57 | 75.37 | 1.75 | |
| | | 1935-36 | 3,17,43 | 22,40 | 16,48 | 5,92 | 73.58 | 1.86 | |
| Gondal | 3' 3½" | 1934-35 | 1,36,68 | 24,12 | 11,14 | 12,98 | 46.21 | 9.49 | |
| | | 1935-36 | 1,40,92 | 22,02 | 11,53 | 10,49 | 52.37 | 7.44 | |
| Jamnagar Dwarka | 3' 3½" | 1934-35 | 1,59,27 | 14,91 | 8,55 | 6,36 | 57.32 | 4.00 | |
| | | 1935-36 | 1,59,05 | 14,78 | 7,89 | 6,89 | 53.41 | 4.33 | |
| Junagad State | 3' 3½" | 1934-35 | 1,40,75 | 16,87 | 9,46 | 7,41 | 56.05 | 5.27 | |
| | | 1935-36 | 1,49,75 | 16,73 | 10,25 | 6,48 | 61.29 | 4.33 | |
| Morvi | 3' 3½" | 1934-35 | 1,06,28 | 17,97 | 9,84 | 8,13 | 54.73 | 7.65 | |
| | | 1935-36 | 1,09,56 | 18,80 | 10,51 | 8,29 | 55.93 | 7.56 | |
| Mysore | 3' 3½" | 1934-35 | 3,31,98 | 28,36 | 25,73 | 2,63 | 90.73 | 0.79 | |
| | | 1935-36 | 3,38,66 | 29,14 | 24,93 | 4,21 | 85.55 | 1.24 | |
| | 2' 6" | 1934-35 | 43,70 | 2,94 | 2,67 | 27 | 90.79 | 0.62 | |
| | | 1935-36 | 43,74 | 3,20 | 2,66 | 54 | 83.12 | 1.23 | |
| | 2' 0" | 1934-35 | 12,87 | 44 | 35 | 9 | 78.81 | 0.73 | |
| | | 1935-36 | 13,11 | 50 | 46 | 4 | 93.36 | 0.25 | |
| Shahdara (Delhi)-Saharanpur Light. | 2' 6" | 1934-35 | 50,68 | 8,32 | 4,37 | 3,95 | 52.46 | 7.80 | |
| | | 1935-36 | 51,01 | 9,06 | 4,63 | 4,43 | 51.10 | 8.68 | |
| Total Class II Railways | .. | 1934-35 | 27,06,85 | 3,11,84 | 1,93,39 | 1,18,45 | 62.02 | 4.38 | |
| | | 1935-36 | 27,38,40 | 3,09,02 | 1,98,66 | 1,10,36 | 64.29 | 4.03 | |
| CLASS III. | | | | | | | | | |
| Ahmadpur Katwa | 2' 6" | 1934-35 | 20,73 | 1,07 | 91 | 16 | 85.16 | 0.76 | |
| | | 1935-36 | 20,73 | 88 | 85 | 3 | 96.25 | 0.16 | |

* † § For explanations see footnotes on opposite page.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1934-35 and 1935-36.

—contd.

(In thousands of rupees.)

| Railway System. | Gauge | Year. | For the system, i.e., both State-owned and other than State-owned portions. | | | | | | REMARKS. | |
|---------------------------|-------|-------|---|-------------------------|---------------------------|----------------------------------|--|---|----------|--|
| | | | † Total capital at charge. | § Gross earnings. | § Working expenses. | Net earnings. (Cols. 5-6.) | Per- centage of working expenses to gross earn- ings. (Col. 6 × 100 Col. 5.) | Per- centage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 Col. 4.) | | |
| | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| CLASS III—contd. | | | Rs. | Rs | Rs | Rs. | | | | |
| Arrah-Sasaram . . . | 2' 6" | { | 1934-35 | 25.04 | 3.54 | 2.47 | 1.07 | 69.76 | 4.20 | |
| | | | 1935-36 | 25.57 | 3.55 | 2.39 | 1.16 | 67 20 | 4.55 | |
| Bankura Damoodar River . | 2' 6" | { | 1934-35 | 40.07 | 1.33 | 1.31 | 2 | 98.29 | 0.06 | |
| | | | 1935-36 | 40.01 | 1.11 | 1.46 | —35 | 131.28 | —0.87 | |
| Baraset-Basirhat Light . | 2' 6" | { | 1934-35 | 25.77 | 4.96 | 4.01 | 95 | 80.70 | 3.70 | |
| | | | 1935-36 | 26.06 | 5.46 | 4.34 | 1.12 | 79.51 | 4.29 | |
| Pengal Provincial . . . | 2' 6" | { | 1934-35 | 15.17 | 1.09 | 1.01 | 8 | 92.36 | 0.55 | |
| | | | 1935-36 | 15.12 | 86 | 89 | —3 | 103.84 | —0.19 | |
| Bukhtiarpur-Bihar Light . | 2' 6" | { | 1934-35 | 15.13 | 3.04 | 1.89 | 1.15 | 61.90 | 7.60 | |
| | | | 1935-36 | 15.31 | 2.57 | 1.87 | 70 | 72 80 | 4.55 | |
| Burdwan-Katwa . . . | 2' 6" | { | 1934-35 | 20.33 | 1.42 | 1.17 | 25 | 82.17 | 1.25 | |
| | | | 1935-36 | 20.40 | 1.13 | 1.13 | .. | 99.93 | .. | |
| Cutch State . . . | 2' 6" | { | 1934-35 | 20.73 | 2.01 | 1.29 | 72 | 64.09 | 3.43 | |
| | | | 1935-36 | 23.34 | 2.22 | 1.36 | 86 | 61 16 | 3.70 | |
| Dehri-Rohas Light . . . | 2' 6" | { | 1934-35 | 12.50 | 2.32 | 1.29 | 1.03 | 55.59 | 8.24 | |
| | | | 1935-36 | 12.48 | 1 89 | 1.25 | 64 | 66.40 | 5.08 | |
| Dholpur-State . . . | 2' 6" | { | 1934-35 | 17.32 | 1.75 | 1.00 | 75 | 57.04 | 4.60 | |
| | | | 1935-36 | 17.41 | 1.75 | 1.21 | 54 | 69.39 | 3.26 | |
| Futwah-Islampur . . . | 2' 6" | { | 1934-35 | 19.44 | 1.24 | 93 | 31 | 75.10 | 1.60 | |
| | | | 1935-36 | 19.51 | 1.09 | 99 | 10 | 90.80 | 0.51 | |
| Gwalior Light . . . | 2' 0" | { | 1934-35 | 1,22.57 | 7.25 | 5.98 | 1.27 | 82.52 | 1.03 | |
| | | | 1935-36 | 1,22.63 | 7.53 | 5.58 | 1.95 | 74.10 | 1.59 | |
| Howrah Amta Light . . . | 2' 0" | { | 1934-35 | 30.81 | 9.22 | 6.26 | 2.96 | 67.83 | 9.50 | |
| | | | 1935-36 | 31.87 | 8.78 | 6.33 | 2.45 | 72.12 | 7 67 | |
| Howrah-Sheakhala Light . | 2' 0" | { | 1934-35 | 8.27 | 1.59 | 1.46 | 23 | 86.60 | 2.70 | |
| | | | 1935-36 | 8.56 | 1.95 | 1.59 | 36 | 81.31 | 4.26 | |
| Jagadhri Light . . . | 2' 0" | { | 1934-35 | 1.13 | 13 | 12 | 1 | 91.44 | 1.92 | |
| | | | 1935-36 | 1.13 | 12 | 12 | .. | 99.72 | 0.03 | |

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

|| Revised figures.

5.—Statement of *Capital at Charge**, Revenue Earnings and Expenses for the years 1934-35 and 1935-36.

—concl'd.

(In thousands of rupees.)

| Railway System. | Gauge. | Year. | For the system, i.e., both State-owned and other than State-owned portions. | | | | | | REMARKS. |
|---|--------|---------|---|-------------------------|---------------------------|-----------------------------------|---|--|----------|
| | | | † Total capital at charge. | § Gross earnings. | § Working expenses. | Net earnings (Cols 5-6.) | Per- centage of working expenses to gross earn- ings (Col 6 × 100 Col 5) | Per- centage of net earnings on total capital at charge given in column 4. (Col 7 × 100 Col 4) | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| CLASS III—concl'd. | | | | | | | | | |
| Jessore-Jhenidah . . . | 2' 6" | 1934-35 | Rs. \$§ | Rs. \$§ | Rs. \$§ | Rs. \$§ | \$§ | \$§ | |
| | | 1935-36 | \$§ | \$§ | \$§ | \$§ | \$§ | \$§ | |
| Jorhat (Provincial) . . . | 2' 0" | 1934-35 | 13,22 | 1,20 | 1,38 | —18 | 115·15 | —1·36 | |
| | | 1935-36 | 13,22 | 1,27 | 1,48 | —21 | 116·82 | —1·59 | |
| Kalighat-Falta . . . | 2' 6" | 1934-35 | 24,13 | 1,55 | 1,61 | —6 | 104·26 | —0·25 | |
| | | 1935-36 | 24,13 | 1,51 | 1,58 | —7 | 104·83 | —0·29 | |
| Kulasekarapatnam Light . . . | 2' 0" | 1934-35 | 5,54 | 74 | 76 | —2 | 103·64 | —0·48 | |
| | | 1935-36 | 5,54 | 70 | 69 | 1 | 98·44 | 0·19 | |
| Matheran Light . . . | 2' 0" | 1934-35 | 12,34 | 88 | 61 | 27 | 69·32 | 2·19 | |
| | | 1935-36 | 12,44 | 85 | 58 | 27 | 68·23 | 2·17 | |
| Porbandar State . . . | 3' 3½" | 1934-35 | 28,67 | 3,32 | 1,92 | 1,40 | 57·74 | 4·90 | |
| | | 1935-36 | 28,30 | 3,50 | 1,96 | 1,54 | 55·93 | 5·45 | |
| Tezporo-Balipara Light . . . | 2' 6" | 1934-35 | 4,87 | 1,53 | 1,15 | 38 | 75·17 | 7·74 | |
| | | 1935-36 | 4,87 | 1,52 | 1,17 | 35 | 77·03 | 7·13 | |
| Trivellore Light . . . | 2' 0" | 1934-35 | 1,18 | 1 | 3 | —2 | 267·10 | —1·70 | |
| | | 1935-36 | 1,18 | 2 | 4 | —2 | 197·38 | —1·69 | |
| Udaipur-Chitorgarh . . . | 3' 3½" | 1934-35 | 1,13,84 | 6,02 | 4,13 | 1,89 | ††68·75 | 1·65 | |
| | | 1935-36 | 1,22,01 | 6,69 | 4,72 | 1,97 | 70·47 | 1·61 | |
| Total Class III Railways | .. | 1934-35 | ††5,98,80 | 57,31 | ††42,69 | ††14,62 | ††74·49 | ††2·44 | |
| | | 1935-36 | 6,11,82 | 56,95 | 43,58 | 13,37 | 76·52 | 2·19 | |
| Other items not included in the preceding heads (a) | .. | 1934-35 | 5,07,46 | —82 | 2,30,13 | —2,30,95 | . | .. | |
| | | 1935-36 | 5,01,84 | —83 | 2,14,23 | —2,15,06 | .. | . | |
| GRAND TOTAL | .. | 1934-35 | ††8,85,47,18 | 1,02,81,07 | ††70,60,18 | ††32,20,89 | 68·67 | 3·64 | |
| | | 1935-36 | 8,79,58,83 | 1,03,84,17 | 70,93,88 | 32,90,29 | 68·31 | 3·74 | |

* † † § — For explanations see footnotes on opposite page.

§ § Figures not available.

(a) The details for the last year are given in the Report for that year, and those for the current year are as follows (in thousands of rupees) :—

†† Revised figures

| | |
|---|-------------------|
| | Capital at charge |
| Coal Department | 1,90,95 |
| Abandoned Projects | 32,26 |
| Controller of Railway Accounts' account current | 2,77,24 |
| United Provinces (Distillery siding) | 1,39 |
| Total | 5,01,84 |

| | |
|--|----------------|
| | Gross Earnings |
| +42 Gross Earnings of Bezwada Extension & Dhone Kurnool Railways | |
| —1,27 Gross Earnings of Jorhat (Provincial) Railways. | |
| +2 Due to rounding off. | |
| —83 | |

| | |
|---|------------------|
| | Working Expenses |
| —8,47 Adjustment of Tirhoot Railway. | |
| +39 Working Expenses of Aden Railway. | |
| +37 Working Expenses of Bezwada Extension & Dhone Kurnool Railways. | |
| —1,53 Working Expenses of R. & K. Railway. | |
| —1,48 Working Expenses of Jorhat (Provincial) Railway. | |
| +2,24,94 Contribution to Depreciation Reserve Fund on account of Company Worked lines | |
| +1 Due to rounding off | |

| | | |
|------------------------|---------------------|-------------------|
| | 1934-35. | 1935-36. |
| (b) State owned.. .. | 7,95,44,16 | 7,89,16,64 |
| Other than State owned | ††90,03,02 | 90,42,19 |
| | ††8,85,47,18 | 8,79,58,83 |

+2,14,23

6. Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36.

[In thousands of rupees.]

| Railway System. | Gauge. | Year. | Coaching earnings. | | | Goods earnings. | | | Miscellaneous earnings. | | Total gross earnings (excluding refunds) |
|---|---------------------|---------|--|--|--|---|--|--|--|---|--|
| | | | Earnings from passengers carried (including refunds) | Other coaching earnings (including refunds). | Total coaching earnings (excluding refunds). | Earnings from goods carried (including refunds) | Other goods earnings (including refunds) | Total goods earnings (excluding refunds) | Electric telegraph earnings (excluding refunds). | Other miscellaneous earnings (excluding refunds). | |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| CLASS I. | | | Ra. | Ra. | Ra. | Ra. | Ra. | Ra. | Ra. | Ra. | Ra. |
| Assam Bengal | 3' 3 1/2" | 1934-35 | 51.49 | 9.30 | 63.71 | 1,13.61 | 1.03 | 1,14.17 | 24 | 13.66 | 1,92.08 |
| | | 1935-36 | 57.60 | 9.02 | 66.57 | 95.28 | 65 | 95.78 | 23 | 9.16 | 1,71.74 |
| Bengal and North-Western | 3' 3 1/2" | 1934-35 | 1,29.45 | 13.14 | *1,36.99 | 2,18.49 | 2.11 | *2,05.28 | 51 | 3.58 | 3,46.36 |
| | | 1935-36 | 1,39.51 | 13.98 | *1,47.66 | 2,15.93 | 1.75 | *2,03.13 | 42 | 4.98 | 3,56.19 |
| Bengal-Nagpur | 5' 6" | 1934-35 | 1,46.64 | 29.25 | 1,75.80 | 5,81.21 | 3.99 | 5,84.36 | 31 | 21.79 | 7,82.26 |
| | | 1935-36 | 1,48.78 | 30.81 | 1,79.54 | 6,38.80 | 2.95 | 6,41.11 | 32 | 22.48 | 8,43.45 |
| | 2' 6" | 1934-35 | 12.73 | 1.24 | 14.02 | 17.74 | 33 | 18.01 | 5 | 63 | 32.71 |
| | | 1935-36 | 12.66 | 1.24 | 13.90 | 17.15 | 35 | 17.46 | 5 | 73 | 32.14 |
| Bombay, Baroda and Central India. | 5' 6" | 1934-35 | 2,03.98 | 50.23 | 2,54.16 | 3,98.66 | -2.13 | 3,95.16 | 49 | 14.16 | 6,63.97 |
| | | 1935-36 | 2,07.08 | 50.68 | 2,57.71 | 4,05.29 | -1.33 | 4,02.58 | 45 | 16.51 | 6,77.25 |
| | 3' 3 1/2" | 1934-35 | 1,75.91 | 20.82 | 1,96.65 | 2,97.25 | 1.18 | 2,96.97 | 54 | 8.09 | 5,02.25 |
| | | 1935-36 | 1,78.00 | 20.03 | 1,97.99 | 3,00.97 | 1.33 | 3,00.62 | 49 | 8.40 | 5,07.50 |
| | 2' 6" | 1934-35 | 4.64 | 30 | 4.94 | 4.61 | 1 | 4.58 | 3 | 23 | 9.78 |
| | | 1935-36 | 4.70 | 29 | 4.99 | 5.06 | 2 | 5.04 | 3 | 17 | 10.23 |
| Burma | 3' 3 1/2" | 1934-35 | 88.42 | 12.57 | 1,00.92 | 2,65.35 | 45 | 2,65.50 | 33 | 11.58 | 3,78.33 |
| | | 1935-36 | 91.56 | 12.76 | 1,04.25 | 2,49.57 | 38 | 2,49.59 | 33 | 7.34 | 3,61.51 |
| | 5' 6" | 1934-35 | 1,18.21 | 26.28 | 1,44.40 | 2,10.94 | 8.19 | 2,18.79 | 20 | 12.20 | 3,75.59 |
| | | 1935-36 | 1,17.48 | 24.88 | 1,42.30 | 1,87.23 | 9.60 | 1,96.55 | 19 | 11.76 | 3,50.80 |
| Eastern Bengal | 3' 3 1/2" and 2' 6" | 1931-35 | 61.10 | 8.29 | 69.34 | 1,07.78 | 69 | 1,08.32 | 18 | 4.71 | 1,82.55 |
| | | 1935-36 | 66.06 | 7.93 | 73.96 | 1,10.82 | 60 | 1,11.37 | 19 | 7.68 | 1,93.20 |
| East Indian | 5' 6" | 1934-35 | 5,02.47 | 71.64 | 5,74.10 | 12,70.87 | 4.09 | 12,74.86 | 1,18 | 37.68 | *18,87.84 |
| | | 1935-36 | 5,03.11 | 75.14 | 5,78.25 | 12,54.73 | 3.07 | 12,57.68 | 1,10 | 49.25 | *18,86.37 |
| Great Indian Peninsula | 5' 6" | 1934-35 | 20.51 | 88.37 | 4,08.17 | 8,25.77 | 4.69 | 8,29.14 | 1,01 | 28.21 | 12,63.53 |
| | | 1935-36 | 3,33.45 | 92.61 | 4,25.38 | 8,44.85 | 4.01 | 8,46.63 | 1,01 | 37.88 | 13,10.90 |
| | 2' 6" | 1931-35 | 3.06 | 37 | 3.43 | 5.08 | 3 | 5.09 | 1 | 1 | 8.54 |
| | | 1935-36 | 2.92 | 32 | 3.24 | 5.38 | 4 | 5.41 | 1 | 8 | 8.74 |
| Jodhpur | 3' 3 1/2" | 1934-35 | 36.58 | 5.13 | 41.99 | 59.42 | 18 | 59.44 | 14 | 5.54 | 1,07.11 |
| | | 1935-36 | 40.74 | 5.05 | 45.78 | 62.63 | 20 | 62.63 | 13 | 5.22 | 1,13.76 |
| Madras and Southern Mahratta. | 5' 6" | 1934-35 | 1,36.38 | 28.81 | 1,65.05 | 2,50.17 | 86 | 2,50.69 | 17 | 14.36 | 4,30.27 |
| | | 1935-36 | 1,32.66 | 28.68 | 1,61.24 | 2,50.49 | 73 | 2,50.84 | 14 | 11.17 | 4,23.39 |
| | 3' 3 1/2" | 1934-35 | 84.64 | 16.01 | 1,00.60 | 12,08.94 | 93 | 2,19.06 | 25 | 6.71 | 13,26.62 |
| | | 1935-36 | 83.77 | 14.61 | 98.35 | 11,96.89 | 83 | 2,05.41 | 23 | 11.97 | 13,15.96 |
| | 5' 6" | 1934-35 | 30.66 | 9.25 | 39.83 | 95.72 | 67 | 96.15 | 36 | 2.15 | 1,38.49 |
| | | 1935-36 | 31.83 | 9.39 | 41.06 | 92.58 | 56 | 93.03 | 34 | 1.88 | 1,26.31 |
| Nizam's State | 3' 3 1/2" | 1934-35 | 26.37 | 3.26 | 29.62 | 44.24 | 29 | 44.46 | 24 | 1.18 | 75.50 |
| | | 1935-36 | 26.77 | 3.22 | 29.97 | 44.02 | 32 | 44.25 | 22 | 1.17 | 75.61 |

* Excluding the Cawnpore-Burhwal (3' 3 1/2" gauge) link earnings, which, as to details, are included with the Bengal and North-Western Railway, and to totals with the sundry earnings of the E. I. Railway.
 † Includes Harbour receipts and expenditure.

6.—Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36—contd.

[In thousands of rupees.]

| Railway System. | Gauge. | Year | Coaching earnings. | | | Goods earnings | | | Miscellaneous earnings | | Total gross earnings (excluding refunds). | | |
|----------------------------|---------------|---------|---|---|---|--|--|---|---|--|---|------|-------|
| | | | Earnings from passengers carried (including refunds). | Other coaching earnings (including refunds) | Total coaching earnings (excluding refunds) | Earnings from goods carried (including refunds). | Other goods earnings (including refunds) | Total goods earnings (excluding refunds). | Electric telegraph earnings (excluding refunds) | Other miscellaneous earnings (excluding refunds) | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | |
| CLASS I—contd | | | | | | | | | | | | | |
| North Western (Commercial) | 5' 6" | 1934-35 | Rs | Rs | Rs. | Rs | Rs | Rs | Rs | Rs | Rs | | |
| | | 1935-36 | ₹ | ₹ | ₹ | 8,32,41 | 5,53 | 8,85,99 | 1,58 | 43,98 | 14,28,72 | | |
| | 2' 6" | 1934-35 | ₹ | ₹ | ₹ | 9,18,76 | 6,54 | 9,22,96 | 1,52 | 53,45 | 14,82,95 | | |
| | | 1935-36 | ₹ | ₹ | ₹ | 15,20 | 40 | 15,57 | 3 | 32 | 28,42 | | |
| North Western (Military) | 5' 6" | 1934-35 | ₹ | ₹ | ₹ | 14,68 | 50 | 15,15 | 2 | 68 | 28,32 | | |
| | | 1935-36 | ₹ | ₹ | ₹ | 72,75 | 44 | 73,03 | 16 | 4,59 | 1,21,93 | | |
| | 2' 0" | 1934-35 | ₹ | ₹ | ₹ | 74,02 | 34 | 74,17 | 21 | 9,88 | 1,29,06 | | |
| | | 1935-36 | ₹ | ₹ | ₹ | 2,49 | 3 | 2,51 | 1 | 31 | 4,77 | | |
| North Western (Total) | 5' 6" & 2' 6" | 1934-35 | ₹ | ₹ | ₹ | 3,47 | 5 | 3,51 | 2 | 12 | 5,63 | | |
| | | 1935-36 | ₹ | ₹ | ₹ | 4,71,36 | 84,76 | 5,55,76 | 9,72,85 | 6,40 | 9,77,10 | 1,78 | 49,20 |
| | 3' 3½" | 1934-35 | 4,73,00 | 91,70 | 5,64,27 | 10,10,93 | 7,43 | 10,15,79 | 1,77 | 64,13 | 16,45,96 | | |
| | | 1935-36 | 23,96 | 3,04 | 26,98 | 40,43 | 39 | 40,65 | 7 | 2,10 | 69,80 | | |
| Rohilkund and Kumaon | 5' 6" | 1934-35 | 23,83 | 2,96 | 26,77 | 40,57 | 24 | 40,62 | 6 | 2,92 | 70,37 | | |
| | | 1935-36 | 59,71 | 10,86 | 70,55 | 97,69 | 50 | 98,03 | 9 | 2,62 | 1,71,99 | | |
| | 3' 3½" | 1934-35 | 59,33 | 11,60 | 70,89 | 1,08,07 | 64 | 1,08,41 | 9 | 2,70 | 1,82,11 | | |
| | | 1935-36 | 1,83,49 | 15,24 | 1,98,60 | 1,66,67 | 2,29 | 1,68,66 | 30 | 11,19 | 3,78,75 | | |
| South Indian | 3' 3½" | 1934-35 | 1,59,33 | 13,94 | 1,71,18 | 1,55,09 | 2,02 | 1,56,82 | 26 | 13,30 | 3,43,56 | | |
| | | 1935-36 | 86 | 6 | 93 | 1,32 | 1 | 1,33 | Nil | 2 | 2,28 | | |
| | 2' 6" | 1934-35 | 79 | 6 | 85 | 1,09 | 1 | 1,10 | Nil | 3 | 1,98 | | |
| | | 1935-36 | 28,75,97 | 5,08,22 | 33,76,54 | 62,54,81 | 37,08 | 62,76,12 | 8,48 | 2,51,60 | 99,12,74 | | |
| Total Class I Railways | | 1935-36 | 28,94,06 | 5,20,93 | 34,08,10 | 62,93,42 | 36,49 | 63,11,87 | 8,15 | 2,90,91 | 1,00,19,03 | | |
| CLASS II.* | | | | | | | | | | | | | |
| Bard Light | 2' 0" | 1934-35 | 7,02 | 88 | 7,90 | 9,70 | 8 | 9,78 | 4 | 38 | 18,10 | | |
| | | 1935-36 | 8,20 | 85 | 9,05 | 9,71 | 8 | 9,79 | 4 | 38 | 19,26 | | |
| Bengal Doonars | 3' 3½" | 1934-35 | 3,46 | 71 | 4,17 | 16,13 | 4 | 16,17 | 2 | 21 | 20,57 | | |
| | | 1935-36 | 3,29 | 73 | 3,99 | 14,29 | 3 | 14,32 | 2 | 20 | 18,53 | | |
| Bhavnagar State | 3' 3½" | 1934-35 | 15,29 | 1,60 | 16,89 | 17,43 | 7 | 17,50 | 54 | 1,29 | 36,22 | | |
| | | 1935-36 | 15,24 | 1,46 | 16,70 | 16,39 | 14 | 16,53 | 46 | 69 | 34,38 | | |
| Bikaner State | 3' 3½" | 1934-35 | 16,43 | 1,82 | 18,25 | 19,51 | 7 | 19,58 | 19 | 79 | 38,81 | | |
| | | 1935-36 | 16,90 | 1,61 | 18,51 | 19,66 | 7 | 19,73 | 16 | 68 | 39,08 | | |
| Darjeeling-Himalayan | 2' 0" | 1934-35 | 2,70 | 2,06 | 4,76 | 12,28 | 3 | 12,31 | 2 | 17 | 17,26 | | |
| | | 1935-36 | 2,99 | 1,88 | 4,87 | 12,73 | 5 | 12,78 | 2 | 14 | 17,81 | | |
| Dibru-Sadiya | 3' 3½" | 1934-35 | 4,32 | 67 | 4,99 | 15,54 | 3 | 15,57 | 2 | 41 | 20,99 | | |
| | | 1935-36 | 3,71 | 59 | 4,30 | 15,51 | 3 | 15,54 | 1 | 43 | 20,28 | | |
| Gaekwar's Baroda State | 3' 3½" | 1934-35 | 13,48 | 95 | 14,43 | 8,58 | 3 | 8,61 | 4 | 26 | 23,34 | | |
| | | 1935-36 | 13,89 | 96 | 14,85 | 7,90 | 2 | 7,92 | 3 | 25 | 23,05 | | |
| | 2' 6" | 1934-35 | 10,26 | 53 | 10,79 | 10,89 | —2 | 10,87 | 13 | 83 | 22,62 | | |
| | | 1935-36 | 9,96 | 54 | 10,50 | 10,32 | 3 | 10,35 | 12 | 1,43 | 22,40 | | |
| Gondal | 3' 3½" | 1934-35 | 9,85 | 97 | 10,82 | 11,48 | 4 | 11,52 | 14 | 1,64 | 24,12 | | |
| | | 1935-36 | 9,77 | 1,02 | 10,79 | 9,40 | 3 | 9,43 | 12 | 1,68 | 22,02 | | |

* Excludes refunds.

† Figures not required

6.—Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36—contd.

[In thousands of rupees.]

| Railway System. | Gauge. | Year. | Coaching earnings. | | | Goods earnings. | | | Miscellaneous earnings. | | Total gross earnings (excluding refunds) |
|------------------------------------|--------|----------|---|--|--|--|---|---|--|---|--|
| | | | Earnings from passengers carried (excluding refunds). | Other coaching earnings (excluding refunds). | Total coaching earnings (excluding refunds). | Earnings from goods carried (excluding refunds). | Other goods earnings (excluding refunds). | Total goods earnings (excluding refunds). | Electric telegraph earnings (excluding refunds). | Other miscellaneous earnings (excluding refunds). | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| CLASS II—contd. | | | | | | | | | | | |
| | | | Ra. | Ra. | Ra. | Ra. | Ra. | Ra. | Ra. | Ra. | Ra. |
| Jamnagar Dwarka . . . | 3' 3½" | 1934-35 | 6,38 | 60 | 6,98 | 7,09 | 10 | 7,19 | 5 | 69 | 14,91 |
| | | 1935-36 | 6,12 | 53 | 6,65 | 7,27 | 7 | 7,34 | 4 | 75 | 14,78 |
| Junagad State . . . | 3' 3½" | 1934-35 | 7,65 | 60 | 8,25 | 8,01 | 3 | 8,04 | 7 | 51 | 16,87 |
| | | 1935-36 | 8,22 | 61 | 8,83 | 7,31 | 3 | 7,34 | 7 | 49 | 16,73 |
| Morvi . . . | 3' 3½" | 1934-35 | 8,36 | 1,38 | 9,74 | 7,69 | 1 | 7,70 | 12 | 41 | 17,97 |
| | | 1935-36 | 8,83 | 1,35 | 10,18 | 8,20 | 2 | 8,22 | 11 | 29 | 18,80 |
| Mysore . . . | 3' 3½" | 1934-35 | 14,77 | 1,18 | 15,95 | 11,60 | 19 | 11,79 | 1 | 61 | 28,36 |
| | | 1935-36 | 14,82 | 1,20 | 16,02† | 12,43 | 14 | 12,57† | 1 | 54 | 29,14† |
| | 2' 6" | 1934-35 | 1,81 | 6 | 1,87 | 1,05 | 1 | 1,06 | Nil | 1 | 2,94 |
| | | 1935-36 | 1,91 | 7 | 1,98 | 1,19 | 1 | 1,20 | Nil | 2 | 3,20 |
| | 2' " | 1934-35 | 12 | 1 | 13 | 31 | Nil | 31 | Nil | Nil | 44 |
| | | 1935-36 | 11 | Nil | 11 | 39 | Nil | 39 | Nil | Nil | 50 |
| Shahdara (Delhi) Saharanpur Light. | 2' 6" | 1934-35 | 4,77 | 16 | 4,93 | 3,28 | 3 | 3,31 | Nil | 8 | 8,32 |
| | | 1935-36 | 4,56 | 13 | 4,69 | 4,28 | | 4,28 | Nil | 9 | 9,06 |
| Total Class II Railways . . . | | 1934-35 | 1,26,67 | 14,18 | 1,40,85 | 1,60,57 | 74 | 1,61,31 | 1,39 | 8,29 | 3,11,84 |
| | | 1935-36 | 1,28,49 | 13,53 | 1,42,02 | 1,56,98 | 75 | 1,57,73 | 1,21 | 8,06 | 3,09,02 |
| CLASS III. | | | | | | | | | | | |
| Aden . . . | 3' 3½" | 1934-35 | * | * | * | * | * | * | * | * | * |
| | | 1935-36 | * | * | * | * | * | * | * | * | * |
| Ahmadpur-Katwa . . . | 2' 6" | 1934-35 | 82 | 3 | 85 | 20 | Nil | 20 | Nil | 2 | 1,07 |
| | | 1935-36 | 67 | 3 | 70 | 15 | Nil | 15 | Nil | 3 | 88 |
| Arrah-Sasaram . . . | 2' 6" | 1934-35 | 2,04 | 5 | 2,09 | 1,37 | Nil | 1,37 | Nil | 8 | 3,54 |
| | | 1935-36 | 2,19 | 5 | 2,24 | 1,29 | Nil | 1,29 | Nil | 2 | 3,55 |
| Bankura Damodar River . . . | 2' 6" | 1934-35 | 79 | 3 | 82 | 48 | Nil | 48 | Nil | 3 | 1,33 |
| | | 1935-36 | 74 | 3 | 77 | 32 | Nil | 32 | Nil | 2 | 1,11 |
| Baraset-Basirhat Light . . . | 2' 6" | 1934-35 | 3,51 | 32 | 3,83 | 1,09 | Nil | 1,09 | Nil | 4 | 4,96 |
| | | 1935-36 | 3,65 | 41 | 4,06 | 1,36 | Nil | 1,36 | .. | 4 | 5,46 |
| Bengal Provincial . . . | 2' 6" | 1' 34-35 | 72 | 5 | 77 | 16 | Nil | 16 | | 16 | 1,09 |
| | | 1935-36 | 55 | 4 | 59 | 13 | Nil | 13 | 1 | 13 | 86 |
| Bukhtiarpur-Bihar Light . . . | 2' 6" | 1934-35 | 1,90 | 10 | 2,00 | 1,02 | —3 | 99 | Nil | 5 | 2,04 |
| | | 1935-36 | 1,49 | 9 | 1,58 | 96 | 1 | 97 | Nil | 2 | 2,57 |
| Burdwan Katwa . . . | 2' 6" | 1934-35 | 1,08 | 5 | 1,13 | 26 | Nil | 26 | Nil | 3 | 1,43 |
| | | 1935-36 | 90 | 5 | 95 | 16 | Nil | 16 | Nil | 2 | 113 |
| Cutch State . . . | 2' 6" | 1934-35 | 1,05 | 18 | 1,23 | 62 | 14 | 76 | Nil | 2 | 2,01 |
| | | 1935-36 | 1,18 | 16 | 1,34 | 69 | 15 | 84 | Nil | 4 | 2,23 |

* Information not available due to the closing of the Railway from 1st August 1933.

† Includes Shimoga Anandapuram Section Bus collections.

6.—Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36—concl'd.

[In thousands of rupees.]

| Railway System. | Gauge. | Year. | Coaching earnings. | | | Goods earnings. | | | Miscellaneous earnings. | | Total gross earnings (excluding refunds). |
|---|--------|---------|---|--|--|--|---|---|--|---|---|
| | | | Earnings from passengers carried (excluding refunds). | Other coaching earnings (excluding refunds). | Total coaching earnings (excluding refunds). | Earnings from goods carried (excluding refunds). | Other goods earnings (excluding refunds). | Total goods earnings (excluding refunds). | Electric telegraph earnings (excluding refunds). | Other miscellaneous earnings (excluding refunds). | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| CLASS III—concl'd. | | | | | | | | | | | |
| Dehri-Rohas Light . . . | 2' 6" | 1934-35 | Rs 22 | Rs 1 | Rs 23 | Rs 1,37 | Rs 5 | 2,02 | Rs 1 | Rs 6 | Rs 2,32 |
| | | 1935-36 | 23 | 1 | 24 | 1,55 | 4 | 1,59 | 1 | 5 | 1,89 |
| Dholpur-State . . . | 2' 6" | 1934-35 | 46 | 1 | 47 | 1,26 | Nil | 1,26 | 1 | 1 | 1,75 |
| | | 1935-36 | 50 | 1 | 51 | 1,10 | Nil | 1,10 | 1 | 1 | 1,75 |
| Futwah-Islampur . . . | 2' 6" | 1934-35 | 86 | 3 | 89 | 31 | —2 | 29 | Nil | 6 | 1,24 |
| | | 1935-36 | 79 | 2 | 81 | 25 | 1 | 26 | Nil | 2 | 1,09 |
| Gwalior Light . . . | 2' 0" | 1934-35 | 3,20 | 14 | 3,34 | 3,59 | 2 | 3,61 | 10 | 20 | 7,25 |
| | | 1935-36 | 3,28 | 13 | 3,41 | 3,43 | 5 | 3,88 | 8 | 16 | 7,53 |
| Howrah Amta Light . . . | 2' 0" | 1934-35 | 7,20 | 33 | 7,53 | 1,63 | Nil | 1,63 | Nil | 6 | 9,22 |
| | | 1935-36 | 6,89 | 28 | 7,17 | 1,65 | Nil | 1,55 | | 6 | 8,78 |
| Howrah-Sheakhala Light . . . | 2' 0" | 1934-35 | 1,05 | 30 | 1,35 | 33 | Nil | 33 | Nil | 1 | 1,69 |
| | | 1935-36 | 1,03 | 68 | 1,71 | 23 | Nil | 23 | Nil | 1 | 1,95 |
| Jagadhri Light . . . | 2' 0" | 1934-35 | 5 | | 5 | 8 | Nil | 8 | Nil | .. | 13 |
| | | 1935-36 | 4 | | 4 | 8 | Nil | 8 | Nil | | 12 |
| Jessore-Jhenidab . . . | 2' 0" | 1934-35 | † | † | † | † | † | † | † | † | † |
| | | 1935-36 | † | † | † | † | † | † | † | † | † |
| Jorhat (Provincial) . . . | 2' 0" | 1934-35 | † | † | † | † | † | † | † | † | 1,20 |
| | | 1935-36 | † | † | † | † | † | † | † | † | 1,27 |
| Kalighat-Falta . . . | 2' 0" | 1934-35 | 1,10 | 2 | 1,12 | 36 | Nil | 36 | Nil | 7 | 1,55 |
| | | 1935-36 | 1,04 | 2 | 1,06 | 35 | Nil | 35 | Nil | 10 | 1,51 |
| Kulasekarapatnam Light . . . | 2' 0" | 1934-35 | 47 | .. | 47 | 27 | Nil | 27 | Nil | Nil | 74 |
| | | 1935-36 | 44 | | 44 | 26 | Nil | 26 | Nil | Nil | 70 |
| Matheran Light . . . | 2' 0" | 1934-35 | 61 | 13 | 74 | *14 | *Nil | 14 | Nil | Nil | 88 |
| | | 1935-36 | 61 | 11 | 72 | 10 | Nil | 10 | Nil | 3 | 85 |
| Porbandar State . . . | 3' 3½" | 1934-35 | 1,23 | 14 | 1,37 | 1,34 | 4 | 1,38 | 9 | 48 | 3,32 |
| | | 1935-36 | 1,27 | 12 | 1,39 | 1,30 | 7 | 1,37 | 12 | 62 | 3,50 |
| Tezpur-Balipara Light . . . | 2' 6" | 1934-35 | 55 | 11 | 66 | 79 | Nil | 79 | 1 | 7 | 1,53 |
| | | 1935-36 | 56 | 12 | 68 | 75 | Nil | 75 | 1 | 8 | 1,52 |
| Trivellore Light . . . | 2' 0" | 1934-35 | 1 | † | 1 | † | † | † | † | † | 1 |
| | | 1935-36 | 2 | † | 2 | † | † | † | † | † | 2 |
| Udaipur-Chitorgarh . . . | 3' 3½" | 1934-35 | 4,41 | 61 | 4,02 | 1,83 | 2 | 1,90 | 3 | 7 | 6,02 |
| | | 1935-36 | 4,10 | 41 | 4,51 | 2,06 | 2 | 2,08 | 3 | 7 | 6,69 |
| Total Class III Railways . . . | | 1934-35 | 32,33 | 2,64 | 34,97 | *19,15 | *22 | 19,37 | 25 | 1,52 | 57,31 |
| | | 1935-36 | 32,23 | 2,77 | 35,00 | 18,53 | 35 | 18,88 | 27 | 1,53 | 56,95 |
| Other items not included in the preceding heads.‡ | | 1934-35 | .. | .. | .. | .. | .. | .. | .. | .. | —82 |
| | | 1935-36 | .. | .. | .. | .. | .. | .. | .. | .. | —83 |
| GRAND TOTAL . . . | .. | 1934-35 | (a) 30,34,97 | (a) 5,25,04 | 35,52,36 | (a) *61,34,53 | (a) *39,01 | 64,56,80 | 10,12 | 2,61,41 | 1,02,81,07 |
| | | 1935-36 | (a) 30,55,68 | (a) 5,37,23 | 35,85,12 | (a) 64,68,93 | (a) 37,59 | 64,88,48 | 9,63 | 3,00,50 | 1,03,84,17 |

† Information not furnished.

(a) Includes refunds in the case of Class I Railways but excludes the same in the case of Class II and III Railways.

‡ For details see foot-note in statement No. 6 for the year concerned.

§ Figures not available.

* Revised.

7.—Details of Working Expenses of each Railway

| Railway System. | Gauge. | Year. | Maintenance of Structural Works. | | Maintenance and supply of Locomotive Power. | | Maintenance of Carriage and Wagon Stock. | | Electric Service Department. | |
|-----------------------------------|--------|-----------|----------------------------------|-----------------------------|---|------------------------------|--|------------------------------|------------------------------|------------------------------|
| | | | Ra. | Per cent. of gross earnings | Ra. | Per cent. of gross earnings. | Ra. | Per cent. of gross earnings. | Ra. | Per cent. of gross earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| CLASS I. | | | | | | | | | | |
| Assam-Bengal | 3' 3½" | 1934-35 . | 42,10 | 21.92 | 31,21 | 16.25 | 11,81 | 6.15 | .. | . |
| | | 1935-36 . | 29,44 | 17.14 | 28,71 | 16.72 | 11,32 | 6.59 | . | . |
| Bengal and North-Western | 3' 3½" | 1934-35 . | 43,82 | 12.65 | 40,87 | 11.80 | 11,16 | 3.31 | . | . |
| | | 1935-36 . | 45,12 | 12.67 | (a)45,18 | 12.68 | (b)13,58 | 3.81 | . | . |
| Bengal-Nagpur | 5' 6" | 1934-35 . | 1,14,79 | 14.67 | 1,46,62 | 18.74 | 86,24 | 11.02 | .. | . |
| | | 1935-36 . | 1,85,00 | 10.08 | 1,52,31 | 18.06 | 77,46 | 9.18 | . | . |
| | 2' 6" | 1934-35 . | 11,30 | 34.54 | 11,78 | 36.00 | 4,45 | 13.60 | .. | .. |
| | | 1935-36 . | 1,18,98 | 27.94 | 11,77 | 36.62 | 5,04 | 15.68 | . | .. |
| Bombay, Baroda and Central India. | 5' 6" | 1934-35 . | 84,72 | 12.76 | 1,02,69 | 15.47 | 57,11 | 8.60 | 31,72 | 4.78 |
| | | 1935-36 . | 41,52 | 6.13 | 92,58 | 13.67 | 39,78 | 5.87 | 30,11 | 4.44 |
| | 3' 3½" | 1934-35 . | 48,04 | 9.56 | 94,88 | 18.89 | 37,15 | 7.40 | 10,24 | 2.04 |
| | | 1935-36 . | 32,88 | 6.48 | 90,82 | 17.90 | 28,85 | 5.68 | 9,89 | 1.95 |
| | 2' 6" | 1934-35 . | 2,05 | 20.94 | 2,86 | 29.21 | 68 | 6.89 | 12 | 1.22 |
| | | 1935-36 . | 1,74 | 17.01 | 2,86 | 27.97 | 1,08 | 10.60 | 8 | 0.82 |
| Burma | 3' 3½" | 1934-35 . | 91,08 | 24.07 | 80,81 | 21.36 | 30,62 | 8.09 | . | . |
| | | 1935-36 . | 51,39 | 14.22 | 73,79 | 20.40 | 18,57 | 5.14 | . | . |
| Eastern Bengal | 5' 6" | 1934-35 . | 81,26 | 21.60 | 73,75 | 19.69 | 41,66 | 11.10 | . | . |
| | | 1935-36 . | 51,14 | 14.60 | 68,73 | 19.60 | 29,40 | 8.38 | . | . |
| | 3' 3½" | 1934-35 . | 38,10 | 21.20 | 34,30 | 18.90 | 22,99 | 12.70 | . | . |
| | | 1935-36 . | 20,87 | 10.80 | 30,83 | 16.10 | 15,34 | 7.99 | . | . |
| | 2' 6" | 1934-35 . | 44 | 33.70 | 53 | 41.20 | 22 | 17.40 | . | . |
| | | 1935-36 . | 21 | 17.30 | 45 | 37.40 | 9 | 7.82 | . | . |
| East Indian | 5' 6" | 1934-35 . | 2,61,90 | 13.87 | 3,21,85 | 17.05 | 1,94,21 | 10.29 | . | . |
| | | 1935-36 . | 1,35,30 | 7.17 | 2,78,17 | 14.75 | 1,24,46 | 6.60 | . | . |
| Great Indian Peninsula | 5' 6"† | 1934-35 . | 2,10,92 | 16.64 | 2,32,75 | 18.37 | 1,24,10 | 9.79 | 95,31 | 7.52 |
| | | 1935-36 . | 1,05,07 | 8.01 | 2,04,75 | 15.61 | 81,57 | 6.22 | 73,58 | 5.61 |
| | 2' 6"† | 1934-35 . | 85 | 11.08 | 1,44 | 18.78 | 54 | 6.95 | .. | .. |
| | | 1935-36 . | 91 | 11.49 | 1,55 | 19.67 | 43 | 5.48 | .. | .. |
| Jodhpur | 3' 3½" | 1934-35 . | 12,42 | 11.60 | 15,78 | 14.73 | 5,57 | 5.20 | .. | .. |
| | | 1935-36 . | 8,91 | 7.84 | 16,78 | 14.75 | 5,47 | 4.81 | .. | . |

† Including Darwha Pusad Railway (2' 6" Gauge).

‡ Excluding Darwha Pusad Railway.

system for the years 1934-35 and 1935-36. (In thousands of rupees.)

| Maintenance and working of Ferry Steamers and Harbours. | | Expenses of Traffic Department | | Expenses of General Departments | | Miscellaneous Expenses | | * Replacement and Renewal § Appropriation to Depreciation Reserve fund | | Total Working Expenses. | | Railway System. |
|---|----------------------------|--------------------------------|-----------------------------|---------------------------------|----------------------------|------------------------|----------------------------|---|----------------------------|-------------------------|----------------------------|-----------------------------------|
| Rs | Per cent of gross earnings | Rs | Per cent. of gross earnings | Rs | Per cent of gross earnings | Rs | Per cent of gross earnings | Rs | Per cent of gross earnings | Rs | Per cent of gross earnings | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | | | | | | | | | | | | CLASS I. |
| 7.54 | 3.92 | 22.53 | 11.73 | 12.01 | 6.25 | 3.90 | 4.63 | ** | ** | 1,36.10 | 70.85 | Assam-Bengal. |
| 5.15 | 3.00 | 24.27 | 14.14 | 12.06 | 7.02 | 8.32 | 4.84 | 20.27 | 11.80 | 1,39.54 | 81.25 | |
| 7.72 | 2.23 | 29.61 | 8.55 | 15.13 | 4.37 | 9.44 | 2.72 | ** | ** | 1,58.05 | 45.63 | Bengal and North Western. |
| 7.99 | 2.24 | (c) 32.47 | 9.12 | (d) 16.20 | 4.55 | (e) 6.70 | 1.88 | ** | ** | †† 1,67.24 | 46.95 | |
| 7.00 | 0.90 | 94.69 | 12.11 | 42.95 | 5.49 | 11.71 | 5.72 | ** | ** | 5,37.00 | 68.65 | Bengal-Nagpur. |
| 6.80 | 0.81 | 99.81 | 11.83 | 46.20 | 5.48 | 46.29 | 5.49 | ¶ 55.08 | 6.53 | 5,68.95 | 67.46 | |
| . | | 6.49 | 19.35 | 3.17 | 9.70 | 1.31 | 3.99 | ** | ** | 38.50 | 117.68 | |
| .. | | 7.08 | 22.03 | 3.17 | 9.85 | 1.19 | 4.66 | ¶ 3.32 | 10.32 | 40.85 | 127.10 | |
| . | | 69.23 | 10.13 | 28.13 | 4.23 | 26.82 | 4.01 | ** | ** | 4,00.42 | 60.31 | |
| . | | 69.51 | 10.27 | 28.70 | 4.24 | 26.92 | 3.98 | 46.05 | 6.79 | 3,75.17 | 55.39 | |
| . | | 42.24 | 8.41 | 23.61 | 4.70 | 17.61 | 3.51 | ** | ** | 2,73.80 | 54.51 | Bombay, Baroda and Central India. |
| .. | | 42.57 | 8.39 | 24.08 | 4.74 | 17.58 | 3.46 | 33.50 | 6.60 | 2,80.17 | 55.20 | |
| . | | 1.19 | 12.22 | 56 | 5.81 | 18 | 1.87 | ** | ** | 7.64 | 78.16 | |
| . | | 1.31 | 12.76 | 52 | 5.06 | 19 | 1.89 | 17 | 1.66 | 7.95 | 77.77 | |
| 2.63 | 0.70 | 43.15 | 11.41 | 18.16 | 4.80 | 18.67 | 4.93 | ** | ** | 2,85.12 | 75.36 | Burma. |
| 1.52 | 0.42 | 43.64 | 12.07 | 18.64 | 5.16 | 17.43 | 4.82 | 58.38 | 16.15 | 2,83.36 | 78.38 | |
| . | | 52.87 | 14.10 | 24.17 | 6.41 | 23.44 | 6.24 | ** | ** | 2,97.15 | 79.10 | |
| . | | 56.42 | 16.10 | 24.60 | 7.01 | 23.35 | 6.66 | 56.19 | 16.00 | 3,09.83 | 88.30 | |
| 5.06 | 2.79 | 27.62 | 15.20 | 9.40 | 5.18 | 9.22 | 5.09 | ** | ** | 1,46.99 | 81.10 | Eastern Bengal. |
| 3.63 | 1.89 | 26.21 | 13.60 | 9.57 | 4.98 | 10.77 | 5.61 | 28.86 | 15.00 | 1,45.88 | 76.00 | |
| .. | . | 22 | 16.90 | 7 | 5.42 | 5 | 3.75 | ** | ** | 1.53 | 118.40 | |
| .. | . | 21 | 17.90 | 6 | 5.10 | 5 | 4.13 | 12 | 9.90 | 1.19 | 99.60 | |
| 1.59 | 0.08 | 2,32.44 | 12.31 | 80.80 | 4.28 | 87.97 | 1.66 | ** | ** | 11,80.76 | 62.54 | East India. |
| 1.62 | 0.09 | 2,31.12 | 12.25 | 79.96 | 4.24 | 89.50 | 4.74 | 2,10.18 | 12.73 | 11,80.31 | 62.57 | |
| .. | . | 1,30.42 | 10.29 | 61.76 | 4.87 | 60.08 | 4.74 | ** | ** | 9,15.34 | 72.22 | |
| .. | .. | 1,33.36 | 10.17 | 61.08 | 4.66 | 57.49 | 4.38 | 2,02.09 | 15.40 | 9,18.99 | 70.06 | |
| .. | .. | 51 | 6.60 | 4 | 0.66 | 8 | 0.93 | ** | ** | 3.46 | 45.90 | Great Indian Peninsula. |
| .. | .. | 53 | 6.69 | 6 | 0.74 | 8 | 0.93 | | | 3.56 | 45.00 | |
| .. | | 9.44 | 8.81 | 5.78 | 5.40 | 6.61 | 6.17 | ** | ** | 55.60 | 51.91 | Jodhpur. |
| .. | .. | 9.85 | 8.66 | 6.38 | 5.61 | 6.58 | 5.78 | 10.12 | 8.89 | 64.09 | 56.34 | |

* In the case of Company managed Railways

§ In the case of State managed Railways

** Included in the respective heads

¶ Renewals of 'non-wasting assets' Rs 1,53,088 (B G Rs 1,42,149 and N G Rs 10,939) are included under Replacements and Renewals

†† Includes credits received for working the link, (Rs. 3,94,673.)

(a) Includes credits received for working the link, (Rs. 2,02,270.)

(b) Includes credits received for working the link, (Rs. 44,401.)

(c) Includes credits received for working the link, (Rs. 59,201.)

(d) Includes credits received for working the link, (Rs. 39,467.)

(e) Includes credits received for working the link, (Rs. 49,334.)

7.—Details of Working Expenses of each Railway

| Railway System. | Gauge | Year. | Maintenance of Structural Works. | | Maintenance and supply of Locomotive Power. | | Maintenance of Carriage and Wagon Stock. | | Electric Service Department. | | |
|-------------------------------|------------------------|-----------|----------------------------------|----------------------------|---|------------------------------|--|------------------------------|------------------------------|------------------------------|------|
| | | | Rs. | Per cent of gross earnings | Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| CLASS I—concd. | | | | | | | | | | | |
| Madras and Southern Mahratta. | 5' 6" { | 1934-35 . | 52,52 | 12.20 | 87,67 | 20.40 | 43,29 | 10.10 | . | . | |
| | | 1935-36 | 30,64 | 7.24 | 83,97 | 19.83 | 25,57 | 6.04 | .. | . | |
| | 3' 3½" { | 1934-35 . | 43,32 | 13.30 | 62,57 | 19.20 | 16,56 | 5.07 | .. | . | |
| | | 1935-36 . | 32,32 | 10.23 | 61,26 | 19.39 | 13,21 | 4.18 | .. | . | |
| Nizam's State | 5' 6" { | 1934-35 . | 16,75 | 12.09 | 20,42 | 14.74 | 8,66 | 6.26 | . | .. | |
| | | 1935-36 . | 11,11 | 8.15 | 17,87 | 13.11 | 6,78 | 4.97 | . | . | |
| | 3' 3½" { | 1934-35 . | 12,14 | 16.09 | 13,79 | 18.26 | 5,46 | 7.23 | . | .. | |
| | | 1935-36 . | 9,71 | 12.88 | 12,73 | 16.84 | 4,12 | 5.45 | . | . | |
| North Western (Commercial). | 5' 6" { | 1934-35 . | 2,74,44 | 19.21 | 3,02,13 | 21.14 | 1,42,30 | 9.96 | .. | . | |
| | | 1935-36 . | 1,24,28 | 8.38 | 2,65,12 | 17.88 | 99,62 | 6.72 | .. | .. | |
| | 2' 6" { | 1934-35 . | 13,73 | 48.31 | 14,63 | 51.47 | 4,99 | 17.57 | . | . | |
| | | 1935-36 | 7,33 | 25.87 | 12,35 | 43.61 | 4,64 | 16.38 | . | .. | |
| North Western (Military) | 5' 6" { | 1934-35 . | 56,65 | 46.46 | 56,22 | 46.11 | 19,74 | 16.19 | . | .. | |
| | | 1935-36 . | 35,45 | 27.47 | 49,67 | 38.49 | 11,90 | 9.22 | .. | .. | |
| | 2' 6" { | 1934-35 . | 8,77 | 183.65 | 4,82 | 100.79 | 1,68 | 35.10 | . | .. | |
| | | 1935-36 . | 4,94 | 87.81 | 4,15 | 73.85 | 1,08 | 19.26 | . | . | |
| North Western (Total) | .. { | 1934-35 | 3,53,59 | 22.33 | 3,77,80 | 23.86 | 1,68,71 | 10.65 | .. | . | |
| | | 1935-36 . | 1,72,00 | 10.45 | 3,31,29 | 20.13 | 1,17,24 | 7.12 | .. | .. | |
| Rohilkund and Kumaon . | 3' 3½" { | 1934-35 . | 8,29 | 11.87 | 9,39 | 13.46 | 4,36 | 6.24 | .. | .. | |
| | | 1935-36 . | 5,76 | 8.18 | 9,60 | 13.64 | 2,81 | 3.99 | .. | .. | |
| South Indian | 5' 6" { | 1934-35 . | † | † | † | † | † | † | .. | — | |
| | | 1935-36 . | † | † | † | † | † | † | .. | .. | |
| | 3' 3½" { | 1934-35 . | †68,80 | †12.46 | †1,08,41 | †19.63 | †30,95 | †5.60 | 3,95 | 0.72 | |
| | | 1935-36 . | †48,76 | †9.24 | †1,09,81 | †20.81 | †23,09 | †4.38 | 4,17 | 0.79 | |
| | 2' 6" { | 1934-35 . | † | † | † | † | † | † | .. | .. | |
| | | 1935-36 . | † | † | † | † | † | † | .. | .. | |
| | TOTAL CLASS I RAILWAYS | . { | 1934-35 . | 15,99,50 | 16.14 | 18,72,17 | 18.88 | 9,06,80 | 9.14 | 1,41,34 | 1.43 |
| | | | 1935-36 . | 9,28,61 | 9.27 | 17,25,81 | 17.23 | 6,45,26 | 6.44 | 1,17,83 | 1.18 |

† Included with 3' 3½" gauge.

‡ Includes 5' 6" and 2' 6" Gauges.

System for the years 1934-35 and 1935-36. (In thousands of rupees.)—contd.

| Maintenance and working of Ferry Steamers and Harbours. | | Expenses of Traffic Department. | | Expenses of General Departments | | Miscellaneous Expenses. | | *Replacement and Renovation §Appropriation to Depreciation Reserve Fund | | Total Working Expenses. | | Railway System. |
|---|-----------------------------|---------------------------------|----------------------------|---------------------------------|----------------------------|-------------------------|----------------------------|--|----------------------------|-------------------------|----------------------------|---------------------------------|
| Rs. | Per cent of gross earnings. | Rs. | Per cent of gross earnings | Rs. | Per cent of gross earnings | Rs. | Per cent of gross earnings | Rs. | Per cent of gross earnings | Rs. | Per cent of gross earnings | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | | | | | | | | | | | | CLASS I—concl'd. |
| . | .. | 35,49 | 8.25 | 20,56 | 4.78 | 20,73 | 4.82 | ** | ** | 2,60,26 | 60.50 | } Madras and Southern Mahratta. |
| .. | .. | 38,94 | 9.20 | 21,60 | 5.10 | 20,98 | 4.96 | 37,77 | 8.92 | 2,59,47 | 61.29 | |
| 5,15 | 1.53 | 30,46 | 9.32 | 16,90 | 5.17 | 13,04 | 4.00 | ** | ** | ¶1,88,00 | 57.60 | |
| 4,87 | 1.54 | 32,59 | 10.31 | 17,21 | 5.45 | 12,81 | 4.05 | 22,60 | 7.15 | ¶1,96,87 | 62.30 | |
| .. | .. | 10,98 | 7.93 | 8,26 | 5.96 | 4,54 | 3.28 | ** | ** | 69,61 | 50.26 | } Nizam's State. |
| .. | . | 10,51 | 7.71 | 8,39 | 6.15 | 5,67 | 4.16 | 9,63 | 7.07 | 69,96 | 51.32 | |
| .. | .. | 8,00 | 10.59 | 7,17 | 9.50 | 3,30 | 4.38 | ** | ** | 49,86 | 66.05 | |
| .. | .. | 8,06 | 10.67 | 7,15 | 9.45 | 4,15 | 5.49 | 5,17 | 6.84 | 51,12 | 67.61 | |
| . | | 1,54,75 | 10.83 | 71,69 | 5.02 | 56,27 | 3.94 | ** | ** | 10,01,58 | 70.10 | } North Western (Commercial). |
| . | . | 1,57,79 | 10.64 | 71,82 | 4.84 | 55,51 | 3.74 | 1,76,54 | 11.91 | 9,50,68 | 64.11 | |
| 34 | 1.20 | 5,67 | 19.94 | 1,59 | 5.60 | 2,05 | 7.20 | ** | ** | 43,00 | 151.29 | |
| .. | .. | 5,94 | 20.97 | 1,68 | 5.94 | 1,46 | 5.17 | 11,42 | 40.34 | 44,82 | 158.28 | |
| .. | .. | 19,78 | 16.23 | 11,59 | 9.50 | 7,15 | 5.87 | ** | ** | 1,71,13 | 140.36 | } North Western (Military). |
| .. | .. | 20,12 | 15.59 | 11,72 | 9.09 | 7,56 | 5.85 | 52,40 | 40.60 | 1,88,82 | 146.31 | |
| 7 | 1.41 | 1,95 | 40.76 | 90 | 18.92 | 47 | 9.86 | ** | ** | 18,66 | 390.49 | |
| | | 2,11 | 37.38 | 92 | 16.28 | 42 | 7.47 | 4,38 | 77.84 | 18,00 | 319.89 | |
| 41 | 0.02 | 1,82,15 | 11.50 | 85,77 | 5.42 | 65,94 | 4.16 | ** | ** | 12,31,37 | 77.94 | } North Western (Total). |
| | | 1,85,96 | 11.30 | 86,14 | 5.23 | 64,95 | 3.95 | 2,44,74 | 14.87 | 12,02,32 | 73.05 | |
| .. | .. | 4,48 | 6.42 | 4,02 | 5.75 | 1,79 | 2.57 | ** | ** | 32,33 | 46.31 | } Rohilkund and Kumaon. |
| . | .. | 4,87 | 6.92 | 4,38 | 6.23 | 80 | 1.14 | 3,41 | 4.85 | 31,63 | 44.95 | |
| † | † | † | † | † | † | † | † | ** | ** | 92,15 | 53.80 | } South Indian. |
| † | † | † | † | † | † | † | † | † | † | 1,01,51 | 55.74 | |
| ‡3,12 | ‡0.56 | ‡49,83 | ‡9.02 | ‡29,99 | ‡5.43 | ‡27,03 | ‡4.89 | ** | ** | 2,26,17 | 59.71 | |
| ‡2,97 | ‡0.56 | ‡49,99 | ‡9.48 | ‡30,76 | ‡5.83 | ‡27,65 | ‡5.24 | ‡41.76 | ‡7.91 | 2,33,67 | 68.01 | |
| † | † | † | † | † | † | † | † | ** | ** | 3,76 | 165.00 | |
| † | † | † | † | † | † | † | † | † | † | 3,78 | 190.91 | |
| 40,22 | 0.41 | 10,84,04 | 10.94 | 4,98,41 | 5.03 | 4,51,49 | 4.55 | ** | ** | 65,93,97 | 66.52 | } TOTAL CLASS I RAILWAYS. |
| 34,55 | 0.34 | 11,09,28 | 11.07 | 5,06,91 | 5.06 | 4,49,75 | 4.49 | 11,19,41 | 11.17 | 66,37,41 | 66.25 | |

* In the case of Company managed railways.

§ In the case of State managed railways.

† Included with 3' 3½" gauge

‡ Includes 5' 6" and 2' 6" gauges.

** Included in the respective heads.

¶ Includes Mormugao Harbour Expenses shown under columns 12 and 13.

7.—Details of Working Expenses* of each Railway

| Railway System. | Gauge. | Year. | Maintenance of Structural Works. | | Maintenance and supply of Locomotive Power. | | Maintenance of Carriage and Wagon Stock. | | Electric Service Department. | |
|-----------------------------------|--------|-----------|----------------------------------|------------------------------|---|------------------------------|--|------------------------------|------------------------------|------------------------------|
| | | | Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| CLASS II. | | | | | | | | | | |
| Barai Light . . . | 2' 6" | 1934-35 . | 1,48 | 8 20 | 3,56 | 19 66 | 92 | 5 08 | .. | . |
| | | 1935-36 . | 1,61 | 8 36 | 3,49 | 18 12 | 83 | 4 31 | .. | . |
| Bengal Dooars . . . | 3' 3½" | 1934-35 . | 3,82 | 18 57 | 2,14 | 10 40 | 74 | 3 64 | .. | . |
| | | 1935-36 . | 3,56 | 19 21 | 2,07 | 11 17 | 75 | 4 05 | .. | .. |
| Bhavnagar State . . . | 3' 3½" | 1934-35 . | 3,15 | 8 68 | 5,70 | 15 74 | 1,76 | 4 86 | .. | .. |
| | | 1935-36 . | 4,37 | 12 70 | 6,51 | 18 05 | 1,59 | 4 62 | .. | .. |
| Bikaner State . . . | 3' 3½" | 1934-35 . | 5,56 | 11 33 | 8,99 | 23 16 | 2,67 | 6 88 | .. | . |
| | | 1935-36 . | 6,56 | 16 78 | 9,55 | 24 44 | 3,59 | 9 19 | .. | .. |
| Darjeeling-Himalayan‡ . | 2' 0" | 1934-35 . | 2,01 | 11 65 | 3,42 | 19 81 | 1,26 | 7 30 | .. | .. |
| | | 1935-36 . | 2,18 | 12 24 | 3,57 | 20 04 | 1,42 | 7 97 | .. | .. |
| Dibru-Sadiya . . . | 3' 3½" | 1934-35 . | 2,57 | 12 25 | 3,99 | 19 01 | 2,87 | 13 67 | .. | .. |
| | | 1935-36 . | 2,17 | 10 70 | 4,09 | 20 17 | 2,62 | 12 92 | .. | .. |
| Gaekwar's Baroda State. | 3' 3½" | 1934-35 . | 3,34 | 14 32 | 4,89 | 20 97 | 1,10 | 4 69 | .. | .. |
| | | 1935-36 . | 3,83 | 16 61 | 4,62 | 20 01 | 1,27 | 5 50 | .. | .. |
| | 2' 6" | 1934-35 . | 5,68 | 25 12 | 4,70 | 20 79 | 1,76 | 7 78 | .. | . |
| | | 1935-36 . | 5,59 | 24 93 | 4,25 | 18 98 | 2,02 | 9 02 | .. | . |
| Gondal | 3' 3½" | 1934-35 . | 2,13 | 8 81 | 3,94 | 16 35 | 1,31 | 5 43 | .. | .. |
| | | 1935-36 . | 2,14 | 9 72 | 4,00 | 18 16 | 1,58 | 7 20 | .. | .. |
| Jamnagar Dwarka . . . | 3' 3½" | 1934-35 . | 1,56 | 10 43 | 2,91 | 19 52 | 1,07 | 7 20 | .. | . |
| | | 1935-36 . | 1,50 | 10 17 | 2,68 | 18 10 | 71 | 4 83 | .. | . |
| Junagad State . . . | 3' 3½" | 1934-35 . | 2,59 | 15 38 | 2,76 | 16 34 | 97 | 5 72 | .. | .. |
| | | 1935-36 . | 2,69 | 16 08 | 3,22 | 19 23 | 1,11 | 6 63 | .. | .. |
| Morvi | 3' 3½" | 1934-35 . | 1,11 | 6 15 | 3,19 | 17 78 | 61 | 3 39 | .. | . |
| | | 1935-36 . | 3,32 | 17 67 | 3,21 | 17 07 | 72 | 3 83 | .. | .. |
| Mysore | 3' 3½" | 1934-35 . | 4,66 | 16 44 | 10,71 | 37 78 | 2,12 | 7 46 | .. | .. |
| | | 1935-36 . | 4,81 | 16 48 | 9,92 | 34 06 | 2,01 | 6 88 | .. | . |
| | 2' 6" | 1934-35 . | 48 | 16 60 | 1,11 | 37 55 | 22 | 7 46 | .. | .. |
| | | 1935-36 . | 51 | 15 70 | 1,04 | 32 52 | 20 | 6 49 | .. | . |
| | 2' 0" | 1934-35 . | 6 | 12 80 | 13 | 29 86 | 3 | 5 61 | .. | .. |
| | | 1935-36 . | 9 | 18 90 | 19 | 38 56 | 4 | 7 58 | .. | .. |
| Shahdara (Delhi) Saharapur Light. | 2' 6" | 1934-35 . | 1 38 | 16 57 | 1,03 | 12 32 | 25 | 3 08 | .. | .. |
| | | 1935-36 . | 1,33 | 14 70 | 1,24 | 13 70 | 31 | 3 30 | .. | .. |
| TOTAL CLASS II RAILWAYS | | 1934-35 . | 41,58 | 13 33 | 63,17 | 20 26 | 19,66 | 6 30 | .. | — |
| | | 1935-36 . | 46,26 | 14 97 | 63,65 | 20 60 | 20,77 | 6 72 | .. | — |

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
‡ Includes the Darjeeling Himalayan Extension Rly.

System for the years 1934-35 and 1935-36. (In thousands of rupees.)—contd.

| Maintenance and working of Ferry Steamers and Harbours. | | Expenses of Traffic Department | | Expenses of General Departments | | Miscellaneous Expenses | | Total Working Expenses | | Railway System |
|---|------------------------------|--------------------------------|-----------------------------|---------------------------------|-----------------------------|------------------------|-----------------------------|------------------------|-----------------------------|-------------------------------------|
| Rs | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings | Rs | Per cent. of gross earnings | Rs | Per cent. of gross earnings | Rs. | Per cent. of gross earnings | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| .. | .. | 1,68 | 9.29 | 2,90 | 16.02 | 80 | 4.40 | 11,34 | 62.65 | CLASS II. |
| .. | .. | 1,60 | 8.31 | 2,97 | 15.43 | 85 | 4.38 | 11,35 | 58.91 | } Barsi Light |
| 19 | 0.92 | 2,21 | 10.71 | 2,12 | 10.30 | 66 | 3.20 | 11,88 | 57.77 | } Bengal Dooars |
| 21 | 1.13 | 2,16 | 11.66 | 2,13 | 11.50 | 84 | 4.53 | 11,72 | 63.25 | |
| .. | .. | 4,06 | 11.21 | 2,33 | 6.43 | 93 | 2.58 | 17,93 | 49.50 | } Bhavnagar State |
| .. | .. | 3,99 | 11.59 | 2,41 | 7.00 | 83 | 2.43 | 19,70 | 57.29 | |
| .. | .. | 3,70 | 9.53 | 2,61 | 6.73 | 1,40 | 3.61 | 24,93 | 64.24 | } Bikaner State |
| .. | .. | 3,92 | 10.03 | 2,68 | 6.86 | 1,36 | 3.48 | 27,66 | 70.78 | |
| .. | .. | 2,51 | 14.54 | 1,53 | 8.86 | 1,07 | 6.20 | 11,80 | 68.36 | } Darjeeling Himalayan § |
| .. | .. | 2,55 | 14.32 | 1,56 | 8.76 | 87 | 4.80 | 12,15 | 68.22 | |
| .. | .. | 1,93 | 9.19 | 1,53 | 7.29 | 8 | 0.38 | 12,97 | 61.79 | } Dibru-Sadiya |
| .. | .. | 2,10 | 10.36 | 1,56 | 7.69 | 9 | 0.44 | 12,63 | 62.28 | |
| .. | .. | 2,70 | 11.59 | 1,06 | 4.53 | 29 | 1.23 | 13,38 | 57.33 | } Gackwar's Baroda State. |
| .. | .. | 3,00 | 13.03 | 1,11 | 4.83 | 28 | 1.23 | 14,11 | 61.21 | |
| .. | .. | 3,02 | 13.35 | 1,50 | 6.61 | 39 | 1.72 | 17,05 | 75.37 | |
| .. | .. | 2,67 | 11.94 | 1,55 | 6.91 | 40 | 1.80 | 16,48 | 73.58 | |
| .. | .. | 2,28 | 9.46 | 1,10 | 4.59 | 38 | 1.57 | 11,14 | 46.21 | } Gondal |
| .. | .. | 2,42 | 10.97 | 1,05 | 4.76 | 34 | 1.56 | 11,53 | 52.37 | |
| .. | .. | 1,60 | 10.75 | 96 | 6.42 | 45 | 3.00 | 8,55 | 57.32 | } Jamnagar & Warka. |
| .. | .. | 1,46 | 9.88 | 95 | 6.40 | 59 | 4.03 | 7,89 | 53.41 | |
| .. | .. | 1,82 | 10.81 | 95 | 5.61 | 37 | 2.19 | 9,46 | 56.05 | } Junagad State. |
| .. | .. | 1,89 | 11.30 | 97 | 5.84 | 37 | 2.21 | 10,25 | 61.29 | |
| .. | .. | 1,86 | 10.36 | 75 | 4.17 | 2,32 | 12.88 | 9,84 | 54.73 | } Morvi |
| .. | .. | 1,89 | 10.07 | 83 | 4.44 | 54 | 2.85 | 10,51 | 55.93 | |
| .. | .. | 4,72 | 16.65 | 2,28 | 8.05 | 1,24 | 4.36 | 25,73 | 90.73 | } Mysore. |
| .. | .. | 4,49 | 15.40 | 2,36 | 8.09 | 1,34 | 4.64 | 24,93 | 85.55 | |
| .. | .. | 49 | 16.71 | 24 | 8.12 | 13 | 4.35 | 2,67 | 90.79 | |
| .. | .. | 50 | 15.67 | 26 | 8.12 | 15 | 4.62 | 2,66 | 83.12 | |
| .. | .. | 7 | 17.47 | 4 | 8.43 | 2 | 4.64 | 35 | 78.81 | |
| .. | .. | 8 | 15.76 | 4 | 7.97 | 2 | 4.59 | 46 | 93.36 | |
| .. | .. | 94 | 11.26 | 57 | 6.83 | 20 | 2.40 | 4,37 | 52.46 | } Shahdara (Delhi) Saharanpur Light |
| .. | .. | 96 | 10.60 | 56 | 6.20 | 23 | 2.60 | 4,63 | 51.10 | |
| 19 | 0.06 | 35,59 | 11.41 | 22,47 | 7.21 | 10,73 | 3.45 | 1,93,39 | 62.02 | } TOTAL CLASS II RAILWAYS |
| 21 | 0.07 | 35,68 | 11.55 | 22,99 | 7.44 | 9,10 | 2.94 | 1,98,66 | 64.29 | |

H10RAccts.

§ Includes the Darjeeling Himalayan Extension Railway.

L

7.—Details of Working Expenses* of each Railway

| Railway System. | Gauge. | Year. | Maintenance of Structural works | | Maintenance and supply of Locomotives Power and Maintenance of Carriage and Wagon Stock. | |
|-----------------------------------|--------|--------------------------|---------------------------------|------------------------------|--|------------------------------|
| | | | Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CLASS III. | | | | | | |
| Ahmadpur-Katwa | 2' 6" | { 1934-35 . 1935-36 . | 25 22 | 23·60 25·12 | 24 25 | 21·93 28·63 |
| Arrah-Sasaram Light | 2' 6" | { 1934-35 . 1935-36 . | †74 79 | †20·93 22 30 | †85 71 | †24·11 19·80 |
| Bankura-Damoodar River | 2' 6" | { 1934-35 . 1935-36 . | 36 51 | 27·34 46·19 | 39 40 | 29·45 35·97 |
| Baraset-Basirhat Light | 2' 6" | { 1934-35 . 1935-36 . | 97 1,20 | 19·47 22·04 | 1,39 1,47 | 27·88 26·93 |
| Bengal Provincial | 2' 6" | { 1934-35 . 1935-36 . | 22 19 | 20·46 22·23 | 36 32 | 33·07 37·56 |
| Bukhtiarpur-Bihar Light | 2' 6" | { 1934-35 . 1935-36 . | 47 51 | 15·50 20·10 | 64 58 | 20·80 22·50 |
| Burdwan-Katwa | 2' 6" | { 1934-35 . 1935-36 . | 28 30 | 19·54 26 57 | 36 32 | 25·65 28·15 |
| Cutch State | 2' 6" | { 1934-35 . 1935-36 . | 28 33 | 14·02 14·85 | 61 63 | 30·30 28·52 |
| Dehri-Rohtas Light | 2' 6" | { 1934-35 . 1935-36 . | 27 22 | 11·58 11·86 | 58 56 | 24·73 29 84 |
| Dholpur State | 2' 6" | { 1934-35 . 1935-36 . | 17 24 | 9·50 13·93 | 49 62 | 28·01 35·70 |
| Futwah-Islampur | 2' 6" | { 1934-35 . 1935-36 . | 31 34 | 24·90 31·10 | 23 26 | 18·53 23·80 |

* Including replacement and renewal or appropriation to Depreciation Reserve Fund as the case may be.

† Revised figures for the year 1934-35 substituted in place of those for 1933-34 adopted in the last report as these figures were not available then.

System for the years 1934-35 and 1935-36. (In thousands of rupees.)—contd.

| Expenses of Traffic Department. | | Expenses of General Departments. | | Miscellaneous Expenses. | | Total Working Expenses | | Railway System. |
|---------------------------------|-----------------------------|----------------------------------|------------------------------|-------------------------|------------------------------|------------------------|------------------------------|----------------------------|
| Rs. | Per cent of gross earnings. | Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. | |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| | | | | | | | | Class III. |
| 23 | 21.42 | 17 | 16.38 | 2 | 1.83 | 91 | 85.16 | } Ahmadpur-Katwa. |
| 18 | 20.43 | 18 | 20.03 | 2 | 2.04 | 85 | 96.25 | |
| †47 | †13.27 | †33 | †9.22 | †8 | †2.23 | †2.47 | 69.76 | } Arrah-Sasaram Light |
| 48 | 13.50 | 33 | 9.20 | 8 | 2.40 | 2.39 | 67.20 | |
| 24 | 17.83 | 28 | 21.04 | 4 | 2.63 | 1.31 | 98.29 | } Bankura-Damoodar River |
| 23 | 20.34 | 29 | 25.76 | 3 | 3.02 | 1.46 | 131.28 | |
| 1,03 | 20.81 | 45 | 9.14 | 17 | 3.40 | 4.01 | 80.70 | } Baraset-Basirhat Light |
| 1,06 | 19.32 | 45 | 8.20 | 16 | 3.02 | 4.34 | 79.51 | |
| 23 | 20.75 | 18 | 16.52 | 2 | 1.56 | 1.01 | 92.36 | } Bengal Provincial |
| 19 | 22.75 | 17 | 19.42 | 2 | 1.88 | 89 | 103.84 | |
| 42 | 13.90 | 30 | 9.70 | 6 | 2.00 | 1.89 | 61.90 | } Bukhtiarpur-Bihar Light. |
| 42 | 16.30 | 30 | 11.60 | 6 | 2.30 | 1.87 | 72.80 | |
| 28 | 19.53 | 22 | 15.23 | 3 | 2.22 | 1.17 | 82.17 | } Burdwan-Katwa. |
| 26 | 23.18 | 22 | 19.53 | 3 | 2.50 | 1.13 | 99.93 | |
| 20 | 10.15 | 19 | 9.36 | 1 | 0.26 | 1.29 | 64.09 | } Cutch State |
| 22 | 9.84 | 18 | 7.87 | .. | 0.08 | 1.36 | 61.16 | |
| 17 | 7.45 | 24 | 10.40 | 3 | 1.38 | 1.29 | 55.59 | } Dehri-Rohas Light |
| 17 | 9.25 | 25 | 13.04 | 5 | 2.41 | 1.25 | 66.40 | |
| 17 | 9.89 | 16 | 9.05 | 1 | 0.59 | 1.00 | 57.04 | } Dholpur-State. |
| 17 | 9.52 | 17 | 9.63 | 1 | 0.61 | 1.21 | 69.39 | |
| 21 | 17.20 | 15 | 12.31 | 3 | 2.11 | 93 | 75.10 | } Futwah-Islampur. |
| 21 | 19.40 | 15 | 13.80 | 3 | 2.70 | 99 | 90.80 | |

7.—Details of Working Expenses* of each Railway

| Railway System | Gauge | Year. | Maintenance of Structural Works. | | Maintenance and Supply of Locomotives Power and Maintenance of Carriage and Wagon Stock. | |
|---------------------------------|--------|----------------------|----------------------------------|------------------------------|--|------------------------------|
| | | | Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CLASS III—conold. | | | | | | |
| Gwalior Light | 2' 0" | { 1934-35 1935-36 | 1,06 1,07 | 14·62 14 21 | 3,08 2,72 | 42·43 36·12 |
| Howrah Amta Light | 2' 0" | { 1934-35 1935-36 | 1,42 1,47 | 15·39 16 74 | 2,36 2,28 | 25·59 25·92 |
| Howrah-Sheakhala Light | 2' 0" | { 1934-35 1935-36 | 30 41 | 17 53 20 90 | 48 44 | 28·53 22·58 |
| Jagadhri Light | 2' 0" | { 1934-35 1935-36 | 2 1 | 10 60 8 38 | 5 5 | 40·17 44·03 |
| Jessore-Jhenidah | 2' 6" | { 1934-35 1935-36 | § § | § § | § § | § § |
| Jorhat (Provincial) | 2' 0" | { 1934-35 1935-36 | 29 34 | 24 48 27 13 | 50 64 | 41·28 42·21 |
| Kalighat-Falta | 2' 6" | { 1934-35 1935-36 | 32 33 | 20 72 21·94 | 64 62 | 41 45 40·71 |
| Kulasekarapatnam Light | 2' 0" | { 1934-35 1935-36 | 23 21 | 31 06 29 83 | 37 30 | 51·12 43·17 |
| Matheran Light | 2' 0" | { 1934-35 1935-36 | 12 14 | 13·64 16·47 | 25 22 | 28·40 25 88 |
| Porbandar State | 3' 3½" | { 1934-35 1935-36 | 27 31 | 8·22 8 95 | 72 75 | 21·59 21·38 |
| Tezporo-Balipara | 2' 6" | { 1934-35 1935-36 | 18 22 | 11 74 14 34 | 42 41 | 27·39 27·28 |
| Trivellore Light | 2' 0" | { 1934-35 1935-36 | | 0·50 4 22 | 1 2 | 74·70 76·77 |
| Udaipur-Chitorgarh | 3' 3½" | { 1934-35 1935-36 | 1,21 1,01 | 20·21† 15 04 | 1,89 2,53 | 31·45† 37 78 |
| TOTAL CLASS III RAILWAYS | | { 1934-35 1935-36 | †9,74 10,37 | †16·99 18·21 | †16,91 17,00 | †29 51 29·85 |

Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.

§ Information not available.

† Revised figures.

System for the years 1934-35 and 1935-36. (In thousands of rupees.)—concid.

| Expenses of Traffic Department. | | Expenses of General Departments. | | Miscellaneous Expenses | | Total Working Expenses | | Railway System. |
|------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|---------------------------|-------------------------------------|---------------------------|-------------------------------------|--------------------------------|
| Rs. | Per cent of gross earnings | Rs. | Per cent of gross earnings. | Rs. | Per cent of gross earnings | Rs. | Per cent of gross earnings | |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| | | | | | | | | CLASS III—concid. |
| 73 | 10.10 | 71 | 9.77 | 40 | 5.60 | 5.98 | 82.52 | } Gwalior Light. |
| 75 | 9.96 | 62 | 8.23 | 42 | 5.58 | 5.58 | 74.10 | |
| 1.55 | 16.79 | 62 | 6.72 | 31 | 3.39 | 6.26 | 67.88 | } Howrah Amta Light. |
| 1.54 | 17.59 | 60 | 6.82 | 44 | 5.05 | 6.33 | 72.12 | |
| 38 | 22.53 | 23 | 13.78 | 7 | 4.23 | 1.46 | 86.60 | } Howrah-Sheakhala Light. |
| 40 | 20.23 | 23 | 11.98 | 11 | 5.53 | 1.59 | 81.31 | |
| 3 | 24.43 | 2 | 14.62 | | 1.62 | 12 | 91.44 | } Jagadhri Light. |
| 4 | 29.12 | 2 | 16.34 | .. | 1.85 | 12 | 99.72 | |
| § | § | § | § | § | § | § | § | } Jessore-Jhenidah. |
| § | § | § | § | § | § | § | § | |
| 42 | 34.89 | 12 | 10.41 | 5 | 4.09 | 1.38 | 115.15 | } Morhat (Provincial). |
| 45 | 35.06 | 12 | 9.88 | 3 | 2.54 | 1.48 | 116.82 | |
| 31 | 20.11 | 27 | 17.16 | 7 | 4.82 | 1.61 | 101.26 | } Kalighat-Falta. |
| 30 | 20.15 | 27 | 17.80 | 6 | 4.11 | 1.58 | 104.83 | |
| 13 | 17.25 | 3 | 4.21 | . | | 76 | 103.64 | } Kulasekarapatnam Light |
| 15 | 20.70 | 3 | 4.74 | . | | 69 | 98.41 | |
| 9 | 10.23 | 12 | 13.64 | 3 | 3.41 | 61 | 69.32 | } Matheran Light. |
| 9 | 10.59 | 12 | 14.12 | 1 | 1.17 | 58 | 68.23 | |
| 35 | 10.40 | 45 | 13.67 | 13 | 3.86 | 1.92 | 57.74 | } Porbandar Stn. to. |
| 37 | 10.50 | 43 | 12.23 | 10 | 2.87 | 1.96 | 55.93 | |
| 27 | 17.79 | 20 | 13.16 | 8 | 5.09 | 1.15 | 75.17 | } Porpoore Balipura. |
| 29 | 19.13 | 21 | 13.82 | 4 | 2.46 | 1.17 | 77.03 | |
| 1 | 99.70 | .. | 45.50 | 1 | 46.70 | 3 | 267.10 | } Tirvellore Light |
| 1 | 68.43 | 1 | 26.19 | | 21.77 | 4 | 197.38 | |
| 56 | †9.25 | 30 | †5.01 | 17 | †2.81 | 4.13 | †68.75 | } Udaipur-Chitorgarh. |
| 69 | 10.24 | 34 | 5.16 | 15 | 2.25 | 4.72 | 70.47 | |
| 8.48 | 14.80 | †5.74 | †10.01 | †1.82 | †3.18 | †42.69 | †74.49 | } TOTAL CLASS III RAILWAYS. |
| 8.67 | 15.22 | 5.69 | 9.99 | 1.85 | 3.25 | 43.58 | 76.52 | |

STATISTICAL STATEMENTS.

8.—Mileage Statement

CLASS I

| Serial No. | Name of Railway. | Gauge. | Date of first opening for traffic. | ROUTE MILEAGE OPEN ON 31st MARCH 1936. | | | | TRACK MILEAGE OPEN ON 31st MARCH 1936. | | | |
|------------|---------------------------|--------|------------------------------------|--|--------------|---|----------|--|-------------------------|---------------------|----------|
| | | | | Single line. | Double line. | Treble lines, etc., as the case may be. | Total. | Running track. | Transportation sidings. | Commercial sidings. | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 1 | Assam-Bengal— | 3' 3½" | 1-7-95 | 1,131.43 | . | . | 1,131.43 | 1,131.43 | 227.38 | 19.10 | 1,377.91 |
| | Chaparmukh-Slighat . | 3' 3½" | 30-3-20 | 50.81 | .. | .. | 50.81 | 50.81 | 3.60 | .. | 54.41 |
| | Katakhal Lalabazar . | 3' 3½" | 1-4-23 | 23.49 | .. | .. | 23.49 | 23.49 | 1.03 | .. | 24.52 |
| | Mymensingh-Bhairab Bazar | 3' 3½" | 20-6-17 | 100.68 | .. | . | 100.68 | 100.68 | 18.57 | 0.36 | 119.61 |
| | Total—1 | | | 1,306.41 | .. | .. | 1,306.41 | 1,306.41 | 250.58 | 19.46 | 1,576.45 |
| 2 | Bengal and North Western— | 3' 3½" | 2-4-84 | 1,269.28 | .. | .. | 1,269.28 | 1,269.28 | 276.55 | 36.47 | 1,582.30 |
| | Mashrak-Thawe . | 3' 3½" | 12-1-31 | 39.32 | | | 39.32 | 39.32 | 4.64 | 1.95 | 45.91 |
| | Tirhoot | 3' 3½" | 1-11-75 | 791.62 | 10.05 | | 801.67 | 811.72 | 197.57 | 20.66 | 1,029.95 |
| | Total—2 | | | 2,100.22 | 10.05 | | 2,110.27 | 2,120.32 | 478.76 | 59.08 | 2,658.16 |
| 3 | Bengal-Nagpur— | 5' 6" | 27-11-88 | 2,157.26 | 254.84 | . | 2,412.10 | 2,666.94 | 639.83 | 153.52 | 3,460.29 |
| | Central India Coal-fields | 5' 6" | 17-6-28 | 53.84 | | . | 53.84 | 53.84 | 3.36 | 2.07 | 59.27 |
| | Mayurbhanj | 2' 6" | 20-1-05 | 70.64 | | | 70.64 | 70.64 | 3.61 | 0.10 | 74.35 |
| | Parlakimedi Light | 2' 6" | 1-4-00 | 56.30 | | | 56.30 | 56.30 | 1.83 | 1.42 | 59.55 |
| | Purulia-Ranchi | 3' 6" | 15-11-07 | 116.54 | | | 116.54 | 116.54 | 11.17 | 0.06 | 127.76 |
| | Raipur-Dhamtari . . | 2' 6" | 10-9-00 | 56.94 | | | 56.94 | 56.94 | 4.88 | 0.65 | 62.47 |
| | Satpura | 2' 6" | 18-4-03 | 625.92 | .. | .. | 625.92 | 625.92 | 62.30 | 12.26 | 700.48 |
| | Total—3 | | | 3,137.44 | 254.84 | .. | 3,392.28 | 3,647.12 | 726.98 | 170.07 | 4,544.17 |

for the year 1935-36.

RAILWAYS.

| ROUTE MILEAGE OPENED DURING THE YEAR 1935-36. | | ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936. | | | | Classification. | Name of Railway. |
|---|--------|--|--------|----------------------------|--------|---|---|
| | | SANCTIONED BUT NOT COM- MENCED. (a) | | UNDER CONSTRUCTION. (b) | | | |
| Section. | Miles. | Section. | Miles. | Section | Miles. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| .. | .. | .. | .. | .. | .. | Stateline. | Assam Bengal— |
| .. | . | .. | .. | . | .. | } Branch lines under gas- santee terms | Chaparmukh Silghat. |
| | . | .. | .. | .. | .. | | Katakhal-Lalabazar. |
| . | .. | .. | .. | .. | .. | | Branch line under gas- santee and rebate terms |
| | .. | | .. | | .. | | Total—1 |
| .. | . | .. | .. | .. | .. | Line subsidized by the Government of India * | Bengal and North Western— |
| | . | .. | . | .. | .. | } State lines. | Mashrak-Thawe. |
| .. | .. | .. | .. | .. | .. | | Firhoot. |
| | .. | | .. | | .. | | Total—2. |
| .. | .. | .. | .. | .. | .. | State line. | Bengal Nagpur— |
| . | .. | .. | .. | .. | .. | State line. | Central India Coal-fields. |
| .. | | .. | .. | .. | .. | Branch line under rebate terms. | Mayurthanj. |
| .. | .. | .. | .. | .. | . | Unassisted company's line | Parlakimedi Light |
| . | .. | .. | .. | .. | .. | } State lines. | Purulia-Ranchi. |
| | | .. | . | .. | .. | | Raipur Dhamtari. |
| .. | | .. | . | | . | | Satpura |
| | .. | | .. | | .. | | Total—3. |

* Receives land only from Government.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown. (b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

S.—Mileage Statement

CLASS I

| Serial No. | Name of Railway. | Gauge. | Date of first opening for traffic. | ROUTE MILEAGE OPEN ON 31ST MARCH 1936. | | | | TRACK MILEAGE OPEN ON 31ST MARCH 1936. | | | |
|------------|-----------------------------------|--------|------------------------------------|--|--------------|---|----------|--|-------------------------|---------------------|----------|
| | | | | Single line. | Double line. | Treble lines, etc., as the case may be. | Total. | Running track. | Transportation sidings. | Commercial sidings. | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 4 | Bombay, Baroda and Central India— | 5' 6" | 10-2-60 | 775.03 | 240.83 | *19.44 | 1,035.30 | 1,334.18 | 357.19 | 96.64 | 1,788.01 |
| | Nagda-Ujjain | 6' 6" | 15-7-96 | 34.79 | .. | .. | 34.79 | 34.79 | 3.64 | 1.86 | 40.29 |
| | Gackwar's Petlad | 5' 6" | 5-5-90 | 21.42 | .. | .. | 21.42 | 21.42 | 1.28 | 2.45 | 25.15 |
| | Tarapur-Cambay State | 5' 6" | 20-6-01 | 12.35 | .. | .. | 12.35 | 12.35 | 1.48 | 2.33 | 16.16 |
| | Tapti Valley | 5' 6" | 1-12-98 | 155.72 | . | .. | 155.72 | 155.72 | 7.51 | 3.91 | 167.14 |
| | Bombay, Baroda and Central India | 3' 3½" | 14-2-73 | 1,878.46 | 2.82 | . | 1,881.28 | 1,884.10 | 391.15 | 26.98 | 2,302.23 |
| | Ahmedabad-Parantij | 3' 3½" | 1-5-97 | 88.71 | . | .. | 88.73 | 88.73 | 8.70 | 1.49 | 98.92 |
| | Dhrangadra | 3' 3½" | 1-6-08 | 40.28 | | .. | 40.28 | 40.28 | 5.24 | 13.29 | 58.81 |
| | | | | | | | | | | | |
| | Jaipur State | 3' 3½" | 10-11-05 | 179.80 | .. | . | 179.80 | 179.80 | 13.42 | | 193.22 |
| | Palanpur-Dessa | 3' 3½" | 8-11-93 | 17.11 | .. | . | 17.11 | 17.11 | 1.47 | .. | 18.68 |
| | Bombay, Baroda and Central India. | 2' 6" | 23-11-14 | 72.28 | .. | .. | 72.28 | 72.28 | 4.90 | 3.50 | 80.68 |
| | Champaner-Shivrajpur-Pant | 2' 6" | 2-2-11 | 30.68 | .. | | 30.68 | 30.68 | 3.90 | 3.07 | 37.65 |
| | Godhra-Lunavada | 2' 6" | 4-2-13 | 25.49 | .. | | 25.49 | 25.49 | 1.80 | 0.85 | 28.14 |
| | Nadiad Kapadvanj | 2' 6" | 5-3-13 | 28.18 | .. | .. | 28.18 | 28.18 | 3.48 | 1.39 | 33.05 |
| | Rajpipla State | 2' 6" | 1-7-97 | 58.37 | . | .. | 58.37 | 58.37 | 3.83 | 1.19 | 63.39 |
| | Piplod-Dovgad Baria | 2' 6" | 1-1-29 | 9.52 | .. | . | 9.52 | 9.52 | 0.54 | 1.03 | 11.09 |
| | | | | | | | | | | | |
| | Total—4 | | | 3,428.21 | 243.65 | 19.44 | 3,691.30 | 3,993.00 | 809.53 | 159.98 | 4,962.51 |
| | | | | | | | | | | | |
| 5 | Burma | 3' 3½" | 1-5-77 | 1,853.04 | 206.85 | | 2,059.89 | 2,266.74 | 460.30 | 136.00 | 2,863.04 |

* 0.25 miles treble and 19.18 miles quadruple.

for the year 1935-36—contd.

RAILWAYS—contd.

| ROUTE MILEAGE OPENED DURING THE YEAR 1935-36. | | ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936. | | | | Classification. | Name of Railway. |
|---|--------|--|--------|----------------------------|--------|---|---------------------------------------|
| | | SANCTIONED BUT NOT COM- MENCED. (a) | | UNDER CONSTRUCTION. (b) | | | |
| Section. | Miles. | Section. | Miles. | Section. | Miles. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| .. | .. | . | .. | .. | . | State line | Bombay, Baroda and Central India— |
| .. | | . | . | .. | . | } Indian State lines | Nagda-Ujjain. |
| .. | | . | . | .. | . | | Gackwar's Petlad |
| .. | . | | . | | | | Tarapur Cambay State. |
| .. | | .. | . | .. | .. | Branch line under rebate terms | Tapti Valley. |
| . | .. | | .. | .. | . | State line | Bombay, Baroda and Central India — |
| .. | . | | | .. | | Branch line under rebate terms. | Ahmedabad-Parantij |
| .. | .. | . | . | .. | .. | } Indian State lines. | Dhrangasara. |
| .. | . | | .. | .. | . | | Jaipur State |
| .. | | .. | .. | | | | Indian State line |
| .. | | .. | . | .. | | State line | Bombay, Baroda and Central India |
| . | .. | .. | .. | .. | . | } Branch lines under re- bate terms. | Champaner Shivrajpur-Pant. |
| .. | .. | .. | . | .. | .. | | Godhra-Lunavada |
| .. | .. | .. | .. | .. | .. | | Nadiad Kapadvanj. |
| .. | | .. | . | .. | | } Indian State lines. | Rajpiper State |
| .. | .. | .. | .. | .. | | | Piplod-Devgad Bara. |
| | .. | | . | | .. | | Total—4. |
| .. | .. | . | .. | .. | .. | State line | Eurma |
| | .. | | . | | . | | Total—5 |

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

RICRAccts

8.—Mileage Statement

CLASS I

| Serial No. | Name of Railway. | Gauge. | Date of first opening for traffic. | ROUTE MILEAGE OPEN ON 31ST MARCH 1936. | | | | TRACK MILEAGE OPEN ON 31ST MARCH 1936. | | | |
|------------|--------------------------------------|--------|------------------------------------|--|-------------|--|-----------|--|-------------------------|---------------------|----------|
| | | | | Single line. | Double line | Treble lines, etc., as the case may be | Total | Running track. | Transportation sidings. | Commercial sidings. | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 6 | Eastern Bengal— | 5' 6" | 2-1-02 | 677 58 | 146 13 | 22 60 (quad-ruple). | 846 31 | 1,060 24 | 483 06 | 40 28 | 1,583 58 |
| | Sara-Sirajganj . . . | 5' 6" | 1-7-15 | 51 22 | .. | .. | 54 22 | 54 22 | 26 22 | .. | 80 44 |
| | Eastern Bengal . . . | 3' 3½" | 28-8-77 | 1,031 75 | 7 29 | .. | 1,039 04 | 1,046 33 | 302 62 | 8 66 | 1,357 61 |
| | Cooch Behar State | 3' 3½" | 15-9-93 | 33 09 | .. | .. | 33 09 | 33 09 | 2 42 | .. | 35 51 |
| | Eastern Bengal . . . | 2' 6" | 18-7-81 | 17 14 | .. | .. | 17 14 | 17 14 | 1 28 | .. | 18 42 |
| | Khulna Bagerhat . . | 2' 6" | 10-6-18 | 19 75 | .. | .. | 19 75 | 19 75 | 1 95 | .. | 21 70 |
| | Total—6 | | | 1,833 53 | 153 42 | 22 60 | 2,009 55 | 2,230 77 | 817 55 | 48 94 | 3,097 26 |
| 7 | East Indian— | 5' 6" | 15-8-64 | † 1,221 14 | 935 11 | 61 12 | 1,217 64 | 5,312 90 | 1,705 42 | 179 87 | 7,198 19 |
| | Hardwar-Dehra | 5' 6" | 1-3-00 | 32 04 | .. | .. | 32 04 | 32 04 | 5 81 | .. | 37 85 |
| | South Bihar | 5' 6" | 5-7-90 | 75 82 | .. | .. | 75 82 | 75 82 | 6 27 | .. | 82 09 |
| | Cawnpore Burhwal Link | 3' 3½" | 24-11-96 | (a) 65 73 | .. | .. | (a) 65 73 | (a) 65 73 | 11 09 | 1 69 | 81 51 |
| | Total—7 . | | | 3,395 00 | 935 11 | 61 12 | 4,391 23 | 5,486 49 | 1,731 50 | 181 56 | 7,399 04 |
| | Great Indian Peninsula (b) | 5' 6" | 18-1-63 | 2,367 37 | 775 62 | 32 74 | 3,165 63 | 4 039 37 | 911 00 | 188 31 | 5,138 69 |
| | Bhopal Itarsi (Indian State Section) | 5' 6" | 1-11-84 | 56 64 | .. | .. | 56 64 | 56 64 | 22 62 | 1 55 | 80 81 |
| | Bhopal Ujjain . . . | 5' 6" | 11-11-95 | 113 46 | .. | .. | 113 46 | 113 46 | 6 51 | 3 28 | 123 25 |
| | Bina Guna-Baran . . | 5' 6" | 23-9-95 | 147 07 | .. | .. | 147 07 | 147 07 | 7 89 | 2 17 | 157 13 |
| | Darwaha-Pusad . . . | 2' 6" | 15-12-31 | 42 80 | .. | .. | 42 80 | 42 80 | 2 34 | 0 36 | 45 50 |
| | Dhond-Paramati . . . | 2' 6" | 20-5-14 | 27 30 | .. | .. | 27 30 | 27 30 | 1 19 | 0 50 | 28 99 |
| | Ellichpur-Yotmal . . | 2' 6" | 1-12-13 | 117 81 | .. | .. | 117 81 | 117 81 | 5 77 | 2 64 | 126 22 |
| | Pachora-Jamner . . . | 2' 6" | 1-4-18 | 34 62 | .. | .. | 34 62 | 34 62 | 1 07 | 0 89 | 37 48 |
| | Pulgaon Arvi | 2' 6" | 25-9-17 | 21 83 | .. | .. | 21 83 | 21 83 | 1 13 | 0 24 | 23 20 |
| | Total—8 | | | 2,918 90 | 775 62 | 32 74 | 3,727 16 | 4,600 90 | 960 45 | 199 94 | 5,761 29 |

† Includes 16 79 miles of mixed (5' 6" and 3' 3½") gauge line between Burhwal and Barabanki.

‡ 30 54 miles treble, 25 60 miles quadruple, 4 01 miles quintuple, 0 08 miles sextuple and 0 89 miles septuple.

(a) Excludes the mixed gauge line referred to in the note marked with † above and includes 2 18 miles of E. I. Railway metre gauge line at Benares.

(b) Includes Agia Idhi (Ford, Baran Kotah, Bhopal Itarsi (British section only, viz., 12 26 miles) and Cawnpore-Banda Railways.

for the year 1935-36—contd.

RAILWAYS—contd.

| ROUTE MILEAGE OPENED DURING THE YEAR 1935-36. | | ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936 | | | | Classification. | Name of railway. |
|---|--------|--|--------|---------------------------|--------|------------------------------------|--------------------------------------|
| Section | Miles. | SANCTIONED BUT NOT COMMENCED (c) | | UNDER CONSTRUCTION (d) | | | |
| | | Section | Miles. | Section | Miles. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| Extension of line to new Faridpur Station | 1 54 | .. | .. | .. | .. | State line | Eastern Bengal— |
| .. | .. | .. | .. | .. | .. | Branch line under rebate terms | Sara Siragony |
| .. | .. | .. | .. | .. | .. | State line | Eastern Bengal |
| .. | .. | .. | .. | .. | .. | Indian State line. | Cooch Behar State |
| .. | .. | .. | .. | .. | .. | State line | Eastern Bengal |
| .. | .. | .. | .. | .. | .. | Branch line under rebate terms | Khulna Pargabhat |
| | 1 54 | | | | | | Total—6 |
| .. | | .. | .. | .. | .. | State line | East Indian— |
| .. | | .. | .. | .. | .. | Branch line under guarantee terms. | Hardwar Dehra |
| .. | | .. | .. | .. | .. | State line § | South Bihar |
| .. | | .. | .. | .. | .. | State line, | Cawnpore Buthwal link. |
| | | | | | .. | | Total—7 |
| .. | | .. | .. | .. | .. | State line | Great Indian Peninsula (b)— |
| .. | .. | .. | .. | .. | .. | Indian State lines | Bhopal Itarsi (Indian State Section) |
| .. | .. | .. | .. | .. | .. | | Bhopal Ujjain |
| .. | .. | .. | .. | .. | .. | | Bina Goomti Baran |
| .. | .. | .. | .. | .. | .. | State line | Darwha Pusa |
| .. | .. | .. | .. | .. | .. | Branch lines under rebate terms | Dhond-Baramati. |
| .. | .. | .. | .. | .. | .. | | Ellichpur-Yotmal. |
| .. | .. | .. | .. | .. | .. | | Pichora Jamner. |
| .. | .. | .. | .. | .. | .. | | Pulgaon Arvi |
| | .. | | .. | | | | Total—8 |

§ Although a leased line, it is for convenience treated as a State line.

|| Under running power agreement, the B. & N. W. Ry. company run and haul their trains and traffic over this line.

(c) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown

(d) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown

8.—*Mileage Statement*
CLASS I

| Serial No. | Name of Railway. | Gauge. | Date of first opening for traffic | ROUTE MILEAGE OPEN ON 31ST MARCH 1936 (TRACK MILEAGE OPEN ON 31ST MARCH 1936. | | | | | | | |
|------------|--|--------|-----------------------------------|--|--------------|---|----------|----------------|-------------------------|---------------------|----------|
| | | | | Single line. | Double line. | Treble lines, etc., as the case may be. | Total. | Running track. | Transportation sidings. | Commercial sidings. | Total |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 9 | Jodhpur — | 3' 3½" | 24-8-82 | 767.05 | .. | .. | 767.05 | 767.05 | 103.89 | 13.26 | 884.20 |
| | Jodhpur Hyderabad (British Section) | 3' 3½" | 18-8-02 | 238.52 | .. | .. | 238.52 | 238.52 | 46.01 | 4.94 | 289.47 |
| | Mirpur Khas-Khadro | 3' 3½" | 1.1.12 | 49.50 | .. | . | 49.50 | 49.50 | 3.49 | 1.50 | 54.49 |
| | Total—9 | | | 1,055.07 | .. | . | 1,055.07 | 1,055.07 | 153.39 | 19.70 | 1,228.16 |
| 10 | Madras and Southern Mahratta— | 5' 6" | 1-7-56 | 1,067.22 | 48.17 | 3.71 (Quadruple). | 1,119.10 | 1,178.40 | 331.64 | 10.10 | 1,520.14 |
| | Kolar Gold-fields (M. S. Ry.) | 5' 6" | 1-6-04 | 9.88 | .. | . | 9.88 | 9.88 | 2.68 | 3.10 | 15.66 |
| | Tenali-Repalle | 5' 6" | 18-3-16 | 21.41 | .. | . | 21.41 | 21.41 | 1.28 | | 22.09 |
| | Madras and Southern Mahratta | 3' 3½" | 24-3-84 | *1,660.18 | 1.15 | . | 1,660.33 | 1,661.48 | 248.38 | 4.40 | 1,914.26 |
| | Alnavar-Dandeli (Provincial) | 3' 3½" | 1-2-19 | 19.12 | .. | | 19.12 | 19.12 | 1.96 | | 21.08 |
| | Bangalore-Harihar (M. S. Ry.) | 3' 3½" | 11-8-84 | 210.49 | .. | .. | 210.49 | 210.49 | 30.02 | | 240.51 |
| | Bezwada-Masulipatam | 3' 3½" | 4-2-08 | 51.80 | .. | .. | 51.80 | 51.80 | 8.96 | 0.17 | 60.93 |
| | Hindupur (Yasvantpur Mysore Frontier), (M. S. Ry.) | 3' 3½" | 15-12-92 | 51.19 | .. | .. | 51.19 | 51.19 | 1.13 | . | 55.32 |
| | Kolhapur State | 3' 3½" | 21-4-91 | 29.27 | .. | . | 29.27 | 29.27 | 1.89 | . | 31.16 |
| | Sangli State | 3' 3½" | 1-4-07 | 4.90 | .. | .. | 4.90 | 4.90 | 0.42 | . | 5.32 |
| | West of India Portuguese | 3' 3½" | 17-1-87 | 51.04 | .. | .. | 51.04 | 51.04 | 22.13 | 1.58 | 74.75 |
| | Total—10 | | | 3,175.50 | 49.32 | 3.71 | 3,228.53 | 3,288.98 | 653.49 | 19.35 | 3,961.82 |
| 11 | Nizam's State— | 5' 6" | 9-10-74 | 330.18 | .. | .. | 330.18 | 330.18 | 64.16 | 11.61 | 405.95 |
| | Bezwada Extension | 5' 6" | 10-2-89 | 21.47 | .. | .. | 21.47 | 21.47 | 1.53 | .. | 23.00 |
| | Kazipet-Balharshah | 5' 6" | 1-2-24 | 145.69 | .. | .. | 145.69 | 145.69 | 5.30 | 2.79 | 153.78 |
| | Karipalli-Kothagudem | 5' 6" | 21-3-27 | 24.52 | .. | .. | 24.52 | 24.52 | 1.30 | .. | 25.82 |
| | Vikarabad-Bidar | 5' 6" | 14-1-30 1-7-32 | 166.25 | .. | .. | 166.25 | 166.25 | 12.32 | .. | 178.57 |
| | Hingoli Branch | 3' 3½" | 15-5-12 | 50.31 | .. | .. | 50.31 | 50.31 | 0.88 | . | 51.19 |
| | Hyderabad-Godavari Valley | 3' 3½" | 21-10-99 | 377.11 | 8.54 | .. | 385.65 | 394.19 | 62.34 | 2.22 | 458.75 |
| | Parbhani-Purh | 3' 3½" | 10-10-20 | 39.44 | .. | .. | 39.44 | 39.44 | 2.08 | .. | 41.52 |
| | Secunderabad British Frontier | 3' 3½" | 1-2-16 | 138.80 | 9.28 | .. | 148.08 | 157.36 | 16.00 | 0.05 | 173.41 |
| | Dronachellam Kurnool | 3' 3½" | 1-1-09 | 36.28 | .. | .. | 36.28 | 36.28 | 3.41 | .. | 39.69 |
| | Total—11 | | | 1,330.05 | 17.82 | .. | 1,347.87 | 1,365.69 | 169.32 | 16.67 | 1,551.68 |

*Includes 2.53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0.54 mile of Dronachellam station yards.

for the year 1935-36—contd.
RAILWAYS—contd.

| ROUTE MILEAGE OPENED DURING THE YEAR 1935-36. | | ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936. | | | | Classification | Name of Railway. | |
|--|--------|--|--------|---------------------------|-------|----------------------|--|---|
| Section. | Miles. | SANCTIONED BUT NOT COM- MENCED. (c) | | UNDER CONSTRUCTION (d) | | | | |
| | | Section | Miles. | Section | Miles | | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | |
| Marwar Junction to Phulad. | 15.69 | | .. | .. | .. | 7 | Jodhpur— | |
| Jhudo-Pithoro | 64.11 | .. | . | .. | . | | State line. | Jodhpur Hyderabad (British Section). |
| .. | . | .. | .. | | | | Line subsidized by the Government of India (a) | Mirpur Khas Khadro. |
| | 79.80 | | . | | . | | Total—9 | |
| .. | .. | . | | | .. | State line | Madras and Southern Mahratta— | |
| .. | .. | .. | . | . | . | Indian State line | Kolar Gold-fields (M. S. Ry) | |
| .. | . | | | | . | District Board line | Tondiarpet | |
| .. | .. | . | .. | | . | } State lines. | Madras and Southern Mahratta. | |
| | . | . | .. | .. | . | | Alwar-Dandeli (Provin- cial) | |
| | . | | . | .. | . | | Bangalore-Mysore (b) (M. S. Ry) | |
| | . | .. | .. | .. | . | District Board line. | Bezwada Masulipatam. | |
| .. | .. | .. | . | .. | .. | State line. | (b) Hindupur (Yesvantpur Mysore Frontier) (M. S. Ry) | |
| . | .. | .. | . | .. | .. | } Indian State lines | Kolhapur State. | |
| | .. | . | | | . | | Singli State | |
| .. | . | .. | .. | | . | Foreign line. | West of India Portuguese. | |
| | . | | .. | | .. | | Total—10. | |
| .. | .. | .. | .. | .. | .. | Indian State line. | Nizam's State— | |
| .. | .. | | . | .. | . | State line | Bezwada Extension. | |
| . | . | | .. | | . | } Indian State line | Kazipet-Balharshah. | |
| .. | . | .. | .. | .. | .. | | Karimnagar-Kothagudem. | |
| .. | .. | .. | .. | .. | .. | | Vikarabad-Bidar. | |
| | . | . | . | .. | . | } Indian State line | Hingoli Branch. | |
| .. | .. | .. | .. | . | . | | Hyderabad-Godavari Val- ley | |
| .. | .. | .. | .. | .. | .. | | Parbhani-Purli. | |
| .. | .. | .. | . | .. | . | } State line | Secunderabad-British Frontier | |
| | . | .. | .. | . | . | | Dronachellam Kurnool. | |
| | .. | | .. | | | | Total 11 | |

(a) Received land only from Government.

(b) These lines are the property of Mysore Durbar but as between the Secretary of State and the M. and S. M. Ry. they are treated as State lines.

(c) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(d) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8—Mileage Statement
CLASS I

| Serial No | Name of Railway. | Gauge. | Date of first opening for traffic. | ROUTE MILEAGE OPEN ON 31st MARCH 1936. | | | | TRACK MILEAGE OPEN ON 31st MARCH 1936. | | | |
|-----------|--|--------|------------------------------------|--|--------------|---|----------|--|------------------------|---------------------|-----------------|
| | | | | Single line | Double line. | Treble lines, etc., as the case may be. | Total. | Running track. | Transportation sidings | Commercial sidings. | Total |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 12 | North Western— . . . | 5' 6" | 13-5-61 | 4,716.68 | 885.03 | .. | 5,601.69 | 6,486.72 | 1,817.32 | 68.86 | 8,372.90 (a) |
| | Shahdara Narowal . . . | 5' 6" | 21-12-26 | 48.33 | .. | . | 48.33 | 48.33 | 1.49 | .. | 49.82 |
| | Bahawalnagar-Fort Abbas-Kut-Al-Imara | 5' 6" | 4-4-28 | 151.51 | .. | .. | 151.51 | 151.51 | 7.55 | . | 159.06 |
| | Jind-Panipat (Indian State Section). | 5' 6" | 1-11-16 | 25.94 | .. | .. | 25.94 | 25.94 | 2.30 | . | 28.24 |
| | Jullundur Mukerla . . . | 5' 6" | 1-1-15 | 45.08 | .. | .. | 45.08 | 45.08 | 3.77 | . | 48.85 |
| | Phagwara Rahon (including Jajjon Extension). | 5' 6" | 1-4-15 | 46.03 | .. | .. | 46.03 | 46.03 | 5.62 | . | 51.65 |
| | Jammu-Kashmir (Indian State Section) | 5' 6" | 15-3-00 | 15.86 | .. | .. | 15.86 | 15.86 | 3.45 | 0.36 | 19.67 |
| | Khanpur-Chachran . . . | 5' 6" | 2-7-11 | 21.98 | .. | .. | 21.98 | 21.98 | 2.50 | . | 24.48 |
| | Ludhiana-Dhuri-Jakhal . . . | 5' 6" | 10-4-01 | 78.58 | .. | . | 78.58 | 78.58 | 6.19 | . | 84.77 |
| | Mandla-Bhaun . . . | 5' 6" | 1-5-15 | 46.68 | . | . | 46.68 | 46.68 | 3.61 | . | 50.29 |
| | Rajpura Bhutinda . . . | 5' 6" | 1-11-84 | 107.78 | .. | .. | 107.78 | 107.78 | 20.61 | .. | 128.39 |
| | Salakot Narowal . . . | 5' 6" | 10-11-15 | 38.70 | . | . | 38.70 | 38.70 | 5.98 | . | 44.68 |
| | Sirhind Rupar . . . | 5' 6" | 26-2-28 | 30.96 | . | . | 30.96 | 30.96 | 4.60 | .. | 35.56 |
| | Jacobabad-Kashmor . . . | 2' 6" | 1-12-14 | 76.46 | .. | .. | 76.46 | 76.46 | 4.19 | . | 80.65 |
| | Kalka Simla . . . | 2' 6" | 9-11-03 | 59.93 | .. | .. | 59.93 | 56.93 | 10.23 | .. | 70.16 |
| | Kangra Valley . . . | 2' 6" | 1-12-28 | 102.99 | .. | . | 102.99 | 102.99 | 9.93 | . | 112.92 |
| | Zhob Valley (Fort—Sundeman Khanai) | 2' 6" | 1-1-21 | 173.84 | .. | . | 173.84 | 173.84 | 14.19 | 16.69 | 204.72 |
| | Kohat Thal . . . | 2' 6" | 1-4-03 | 61.86 | . | .. | 61.86 | 61.86 | 10.34 | . | 72.20 |
| | Larkana Jacobabad . . . | 2' 6" | 16-2-22 | 53.22 | .. | . | 53.22 | 53.22 | 3.39 | .. | 56.61 |
| | Mari Indus (Kalabagh-Banno) and Laki-Pozu Tank-Manzari | 2' 6" | 15-6-13 | 157.48 | . | . | 157.48 | 157.48 | 19.00 | 8.11 | 184.59 |
| | Total—12 | | | 6,059.87 | 885.03 | . | 6,944.90 | 7,829.93 | 1,956.26 | 94.02 | 9,880.21 |

(a) Nok Kundi—Zalidan (137.28 miles, single line and 13.83 miles sidings) and Landi Kotal—Landi Khana (5 miles, single line and 1.17 miles sidings) sections closed to traffic, not included.

for the year 1935-36—contd.

RAILWAYS—contd.

| ROUTE MILEAGE OPENED DURING THE YEAR 1935-36. | | ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936 | | | | Classification | Name of Railway |
|---|--------|---|--------|----------------------------|--------|--|--|
| Section. | Miles. | SANCTIONED BUT NOT COMMENCED. (a) | | UNDER CONSTRUCTION. (b) | | | |
| | | Section | Miles. | Section. | Miles. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| . | .. | .. | .. | . | . | } State line | North Western — |
| .. | .. | .. | | . | . | | |
| . | | .. | | . | . | } Branch line under guarantee terms with the Punjab Govt | Shahdara Narowal |
| | | | | .. | .. | | Bhawalnagar Fort-Abbaskut-Al-Imara |
| | | | | | | } Indian State lines. | Jind Panipat (Indian State Section) |
| | | | | | | | Jullundur-Mukerian |
| | | | | | | } Branch lines under rebate terms | Phagwara Balon (including Jajjon Extension). |
| | | | | | .. | | Jammu Kashmir (Indian State Section). |
| | | | | | | } Indian State lines. | Khanpur-Chachian. |
| | | | | .. | .. | | Ludhiana Dhuri-Jakhal. |
| | | | | . | . | } Branch line under rebate terms. | Mandla Phaul. |
| | | | | .. | . | | Rajpura Bhatinda. |
| . | . | | | .. | . | } Branch line under rebate terms | Sialkot Narowal. |
| . | . | | | . | . | | Suhnd-Rupar. |
| | | | | . | . | } Branch line under rebate terms | Jacobabad Kashmir |
| .. | | | | . | .. | | Kalka Simla. |
| . | . | | | . | .. | } Under guarantee terms with the Punjab Government. | Kangra Valley. |
| . | .. | . | | . | . | | Zhob Valley. |
| | . | | | .. | .. | } State lines | Kohat Thal. |
| . | .. | | | .. | . | | Larkana-Jacobabad. |
| | .. | .. | | .. | .. | } Branch line under rebate terms | Man Indus (Kalabagh Banno) and Laki-Pozu. |
| | .. | | | | . | | Tank-Manzari |
| | .. | | | | | } State line. | Total—12 |
| | .. | | | | | | |

(a) Lines sanctioned for construction.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement
CLASS I

| Serial No. | Name of Railway. | Gauge. | Date of first opening for traffic. | ROUTE MILEAGE OPEN ON 31st MARCH 1936. | | | | TRACK MILEAGE OPEN ON 31st MARCH 1936. | | | |
|---------------|-----------------------------------|--------|------------------------------------|--|-------------|--|-----------|--|-------------------------|---------------------|-----------|
| | | | | Single line. | Double line | Treble line, etc., as the case may be. | Total. | Running track. | Transportation sidings. | Commercial sidings. | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | Robilkund and Kumason— | 3' 3½" | 12-10-84 | 258.72 | .. | .. | 258.72 | 258.72 | 35.63 | 3.85 | 298.20 |
| | Lucknow Bareilly | 3' 3½" | 12-10-84 | 310.90 | 1.16 | .. | 312.06 | 313.22 | 62.71 | 12.15 | 388.08 |
| | Total—13 | | | 569.62 | 1.16 | .. | 570.78 | 571.94 | 98.34 | 16.00 | 686.28 |
| 14 | South Indian — | 5' 6" | 23-5-60 | 599.14 | . | . | 599.14 | 599.14 | 136.70 | 2.41 | 738.25 |
| | Shoranur Cochin | 5' 6" | **24-10-34 | 65.01 | .. | . | 65.01 | 65.01 | 11.68 | *0.82 | *77.51 |
| | South Indian | 3' 3½" | 15-7-61 | 1,486.30 | 4.84 | 15.55 | 1,506.69 | 1,542.63 | 316.15 | 16.69 | 1,875.47 |
| | Nilgiri | 3' 3½" | 15-6-99 | 28.96 | . | .. | 28.96 | 28.96 | 4.65 | . | 33.61 |
| | Peralam-Karaikkal | 3' 3½" | 14-3-98 | 14.65 | .. | . | 14.65 | 14.65 | 2.12 | . | 16.77 |
| | Podanur-Pollachi | 3' 3½" | 15-10-15 | 25.04 | . | . | 25.04 | 25.04 | 4.42 | . | 29.46 |
| | Pondicherry | 3' 3½" | 15-12-79 | 7.85 | . | . | 7.85 | 7.85 | 2.14 | 0.18 | 10.17 |
| | Tinnevely-Tiruchendur | 3' 3½" | 24-2-23 | 38.18 | .. | . | 38.18 | 38.18 | 4.09 | .. | 42.27 |
| | Travancore (British Section) | 3' 3½" | 1-6-02 | 50.33 | .. | . | 50.33 | 147.97 | 22.25 | 0.69 | 170.81 |
| | Travancore (Indian State Section) | 3' 3½" | 1-8-04 | 97.64 | .. | .. | 97.64 | | | | |
| | Meerappur-Hosur | 2' 6" | 18-1-06 | 73.31 | . | .. | 73.31 | 73.31 | 4.32 | .. | 77.63 |
| | Tirupattur-Kris' nagiri | 2' 6" | 18-9-05 | 25.38 | .. | . | 25.38 | 25.38 | 2.44 | .. | 27.82 |
| | Total—14 | | | 2,511.79 | 4.84 | 15.55 | 2,532.18 | 2,568.12 | 510.96 | 20.69 | 3,099.77 |
| Total Class I | | | | 34,674.65 | 3,537.61 | 155.16 | 38,367.42 | 42,331.48 | 9,777.50 | 1,161.46 | 53,270.44 |

*Includes 0.42 miles of M Gauge.

** Date of conversion from 3' 3½" gauge to 5' 6" gauge (3' 3½" gauge first opened on 2nd June 1902)

for the year 1935-36—contd.
RAILWAYS—concl'd.

| ROUTE MILEAGE OPENED DURING THE YEAR 1935-36. | | ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936. | | | | Classification. | Name of Railway |
|---|--------|--|--------|----------------------------|--------|--|---------------------------------------|
| | | SANCTIONED BUT NOT COMMENCED. (a) | | UNDER CONSTRUCTION. (b) | | | |
| Section | Miles. | Section. | Miles. | Section. | Miles. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| .. | .. | .. | .. | | | Line subsidized by the Government of India. | Rohilkund and Kumaon- |
| .. | . | . | . | . | | State line | Lucknow-Bareilly |
| | .. | | . | | | | Total - 13. |
| .. | .. | .. | | .. | | State line | South Indian |
| .. | . | . | . | | | Indian State line. | Shoranur Cochin. |
| Agastiyampalli point Calimere | 5.39 | | . | | | State line. | South Indian. |
| .. | .. | .. | . | .. | | State line. | Nilgiri |
| .. | | .. | | .. | | Foreign line. | Poralam-Karaikkal. |
| .. | .. | .. | . | .. | . | District Board line | Podanur-Pollachi. |
| .. | .. | .. | .. | .. | | Foreign line | Pondicherry |
| . | .. | .. | . | | | District Board line | Tinnevely-Tiruchendur. |
| .. | .. | .. | .. | .. | | State line | Travancore (British Sec- tion) |
| .. | .. | .. | .. | . | | State line.* | Travancore (Indian State section). |
| .. | .. | .. | .. | .. | | } State lines. | Moappur-Hosur |
| .. | .. | .. | .. | .. | . | | Tirupattur-Krisenagiri. |
| | 5.39 | | .. | | .. | | Total-14 |
| | 86.73 | | .. | | .. | | Total Class L. |

* Although the property of the Travancore Durbar, it is treated as State line.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

Mileage Statement CLASS I

| | | | | Miles | | | | Total. | Classification. |
|--|--|--|--|-------|------|------|------|--------|-----------------|
| | | | | 1 | 2 | 3 | 4 | | |
| | | | | 5 | 6 | 7 | 8 | 9 | 10 |
| | | | | 11 | 12 | 13 | 14 | 15 | 16 |
| | | | | 17 | 18 | 19 | 20 | 21 | 22 |
| | | | | 23 | 24 | 25 | 26 | 27 | 28 |
| | | | | 29 | 30 | 31 | 32 | 33 | 34 |
| | | | | 35 | 36 | 37 | 38 | 39 | 40 |
| | | | | 41 | 42 | 43 | 44 | 45 | 46 |
| | | | | 47 | 48 | 49 | 50 | 51 | 52 |
| | | | | 53 | 54 | 55 | 56 | 57 | 58 |
| | | | | 59 | 60 | 61 | 62 | 63 | 64 |
| | | | | 65 | 66 | 67 | 68 | 69 | 70 |
| | | | | 71 | 72 | 73 | 74 | 75 | 76 |
| | | | | 77 | 78 | 79 | 80 | 81 | 82 |
| | | | | 83 | 84 | 85 | 86 | 87 | 88 |
| | | | | 89 | 90 | 91 | 92 | 93 | 94 |
| | | | | 95 | 96 | 97 | 98 | 99 | 100 |
| | | | | 101 | 102 | 103 | 104 | 105 | 106 |
| | | | | 107 | 108 | 109 | 110 | 111 | 112 |
| | | | | 113 | 114 | 115 | 116 | 117 | 118 |
| | | | | 119 | 120 | 121 | 122 | 123 | 124 |
| | | | | 125 | 126 | 127 | 128 | 129 | 130 |
| | | | | 131 | 132 | 133 | 134 | 135 | 136 |
| | | | | 137 | 138 | 139 | 140 | 141 | 142 |
| | | | | 143 | 144 | 145 | 146 | 147 | 148 |
| | | | | 149 | 150 | 151 | 152 | 153 | 154 |
| | | | | 155 | 156 | 157 | 158 | 159 | 160 |
| | | | | 161 | 162 | 163 | 164 | 165 | 166 |
| | | | | 167 | 168 | 169 | 170 | 171 | 172 |
| | | | | 173 | 174 | 175 | 176 | 177 | 178 |
| | | | | 179 | 180 | 181 | 182 | 183 | 184 |
| | | | | 185 | 186 | 187 | 188 | 189 | 190 |
| | | | | 191 | 192 | 193 | 194 | 195 | 196 |
| | | | | 197 | 198 | 199 | 200 | 201 | 202 |
| | | | | 203 | 204 | 205 | 206 | 207 | 208 |
| | | | | 209 | 210 | 211 | 212 | 213 | 214 |
| | | | | 215 | 216 | 217 | 218 | 219 | 220 |
| | | | | 221 | 222 | 223 | 224 | 225 | 226 |
| | | | | 227 | 228 | 229 | 230 | 231 | 232 |
| | | | | 233 | 234 | 235 | 236 | 237 | 238 |
| | | | | 239 | 240 | 241 | 242 | 243 | 244 |
| | | | | 245 | 246 | 247 | 248 | 249 | 250 |
| | | | | 251 | 252 | 253 | 254 | 255 | 256 |
| | | | | 257 | 258 | 259 | 260 | 261 | 262 |
| | | | | 263 | 264 | 265 | 266 | 267 | 268 |
| | | | | 269 | 270 | 271 | 272 | 273 | 274 |
| | | | | 275 | 276 | 277 | 278 | 279 | 280 |
| | | | | 281 | 282 | 283 | 284 | 285 | 286 |
| | | | | 287 | 288 | 289 | 290 | 291 | 292 |
| | | | | 293 | 294 | 295 | 296 | 297 | 298 |
| | | | | 299 | 300 | 301 | 302 | 303 | 304 |
| | | | | 305 | 306 | 307 | 308 | 309 | 310 |
| | | | | 311 | 312 | 313 | 314 | 315 | 316 |
| | | | | 317 | 318 | 319 | 320 | 321 | 322 |
| | | | | 323 | 324 | 325 | 326 | 327 | 328 |
| | | | | 329 | 330 | 331 | 332 | 333 | 334 |
| | | | | 335 | 336 | 337 | 338 | 339 | 340 |
| | | | | 341 | 342 | 343 | 344 | 345 | 346 |
| | | | | 347 | 348 | 349 | 350 | 351 | 352 |
| | | | | 353 | 354 | 355 | 356 | 357 | 358 |
| | | | | 359 | 360 | 361 | 362 | 363 | 364 |
| | | | | 365 | 366 | 367 | 368 | 369 | 370 |
| | | | | 371 | 372 | 373 | 374 | 375 | 376 |
| | | | | 377 | 378 | 379 | 380 | 381 | 382 |
| | | | | 383 | 384 | 385 | 386 | 387 | 388 |
| | | | | 389 | 390 | 391 | 392 | 393 | 394 |
| | | | | 395 | 396 | 397 | 398 | 399 | 400 |
| | | | | 401 | 402 | 403 | 404 | 405 | 406 |
| | | | | 407 | 408 | 409 | 410 | 411 | 412 |
| | | | | 413 | 414 | 415 | 416 | 417 | 418 |
| | | | | 419 | 420 | 421 | 422 | 423 | 424 |
| | | | | 425 | 426 | 427 | 428 | 429 | 430 |
| | | | | 431 | 432 | 433 | 434 | 435 | 436 |
| | | | | 437 | 438 | 439 | 440 | 441 | 442 |
| | | | | 443 | 444 | 445 | 446 | 447 | 448 |
| | | | | 449 | 450 | 451 | 452 | 453 | 454 |
| | | | | 455 | 456 | 457 | 458 | 459 | 460 |
| | | | | 461 | 462 | 463 | 464 | 465 | 466 |
| | | | | 467 | 468 | 469 | 470 | 471 | 472 |
| | | | | 473 | 474 | 475 | 476 | 477 | 478 |
| | | | | 479 | 480 | 481 | 482 | 483 | 484 |
| | | | | 485 | 486 | 487 | 488 | 489 | 490 |
| | | | | 491 | 492 | 493 | 494 | 495 | 496 |
| | | | | 497 | 498 | 499 | 500 | 501 | 502 |
| | | | | 503 | 504 | 505 | 506 | 507 | 508 |
| | | | | 509 | 510 | 511 | 512 | 513 | 514 |
| | | | | 515 | 516 | 517 | 518 | 519 | 520 |
| | | | | 521 | 522 | 523 | 524 | 525 | 526 |
| | | | | 527 | 528 | 529 | 530 | 531 | 532 |
| | | | | 533 | 534 | 535 | 536 | 537 | 538 |
| | | | | 539 | 540 | 541 | 542 | 543 | 544 |
| | | | | 545 | 546 | 547 | 548 | 549 | 550 |
| | | | | 551 | 552 | 553 | 554 | 555 | 556 |
| | | | | 557 | 558 | 559 | 560 | 561 | 562 |
| | | | | 563 | 564 | 565 | 566 | 567 | 568 |
| | | | | 569 | 570 | 571 | 572 | 573 | 574 |
| | | | | 575 | 576 | 577 | 578 | 579 | 580 |
| | | | | 581 | 582 | 583 | 584 | 585 | 586 |
| | | | | 587 | 588 | 589 | 590 | 591 | 592 |
| | | | | 593 | 594 | 595 | 596 | 597 | 598 |
| | | | | 599 | 600 | 601 | 602 | 603 | 604 |
| | | | | 605 | 606 | 607 | 608 | 609 | 610 |
| | | | | 611 | 612 | 613 | 614 | 615 | 616 |
| | | | | 617 | 618 | 619 | 620 | 621 | 622 |
| | | | | 623 | 624 | 625 | 626 | 627 | 628 |
| | | | | 629 | 630 | 631 | 632 | 633 | 634 |
| | | | | 635 | 636 | 637 | 638 | 639 | 640 |
| | | | | 641 | 642 | 643 | 644 | 645 | 646 |
| | | | | 647 | 648 | 649 | 650 | 651 | 652 |
| | | | | 653 | 654 | 655 | 656 | 657 | 658 |
| | | | | 659 | 660 | 661 | 662 | 663 | 664 |
| | | | | 665 | 666 | 667 | 668 | 669 | 670 |
| | | | | 671 | 672 | 673 | 674 | 675 | 676 |
| | | | | 677 | 678 | 679 | 680 | 681 | 682 |
| | | | | 683 | 684 | 685 | 686 | 687 | 688 |
| | | | | 689 | 690 | 691 | 692 | 693 | 694 |
| | | | | 695 | 696 | 697 | 698 | 699 | 700 |
| | | | | 701 | 702 | 703 | 704 | 705 | 706 |
| | | | | 707 | 708 | 709 | 710 | 711 | 712 |
| | | | | 713 | 714 | 715 | 716 | 717 | 718 |
| | | | | 719 | 720 | 721 | 722 | 723 | 724 |
| | | | | 725 | 726 | 727 | 728 | 729 | 730 |
| | | | | 731 | 732 | 733 | 734 | 735 | 736 |
| | | | | 737 | 738 | 739 | 740 | 741 | 742 |
| | | | | 743 | 744 | 745 | 746 | 747 | 748 |
| | | | | 749 | 750 | 751 | 752 | 753 | 754 |
| | | | | 755 | 756 | 757 | 758 | 759 | 760 |
| | | | | 761 | 762 | 763 | 764 | 765 | 766 |
| | | | | 767 | 768 | 769 | 770 | 771 | 772 |
| | | | | 773 | 774 | 775 | 776 | 777 | 778 |
| | | | | 779 | 780 | 781 | 782 | 783 | 784 |
| | | | | 785 | 786 | 787 | 788 | 789 | 790 |
| | | | | 791 | 792 | 793 | 794 | 795 | 796 |
| | | | | 797 | 798 | 799 | 800 | 801 | 802 |
| | | | | 803 | 804 | 805 | 806 | 807 | 808 |
| | | | | 809 | 810 | 811 | 812 | 813 | 814 |
| | | | | 815 | 816 | 817 | 818 | 819 | 820 |
| | | | | 821 | 822 | 823 | 824 | 825 | 826 |
| | | | | 827 | 828 | 829 | 830 | 831 | 832 |
| | | | | 833 | 834 | 835 | 836 | 837 | 838 |
| | | | | 839 | 840 | 841 | 842 | 843 | 844 |
| | | | | 845 | 846 | 847 | 848 | 849 | 850 |
| | | | | 851 | 852 | 853 | 854 | 855 | 856 |
| | | | | 857 | 858 | 859 | 860 | 861 | 862 |
| | | | | 863 | 864 | 865 | 866 | 867 | 868 |
| | | | | 869 | 870 | 871 | 872 | 873 | 874 |
| | | | | 875 | 876 | 877 | 878 | 879 | 880 |
| | | | | 881 | 882 | 883 | 884 | 885 | 886 |
| | | | | 887 | 888 | 889 | 890 | 891 | 892 |
| | | | | 893 | 894 | 895 | 896 | 897 | 898 |
| | | | | 899 | 900 | 901 | 902 | 903 | 904 |
| | | | | 905 | 906 | 907 | 908 | 909 | 910 |
| | | | | 911 | 912 | 913 | 914 | 915 | 916 |
| | | | | 917 | 918 | 919 | 920 | 921 | 922 |
| | | | | 923 | 924 | 925 | 926 | 927 | 928 |
| | | | | 929 | 930 | 931 | 932 | 933 | 934 |
| | | | | 935 | 936 | 937 | 938 | 939 | 940 |
| | | | | 941 | 942 | 943 | 944 | 945 | 946 |
| | | | | 947 | 948 | 949 | 950 | 951 | 952 |
| | | | | 953 | 954 | 955 | 956 | 957 | 958 |
| | | | | 959 | 960 | 961 | 962 | 963 | 964 |
| | | | | 965 | 966 | 967 | 968 | 969 | 970 |
| | | | | 971 | 972 | 973 | 974 | 975 | 976 |
| | | | | 977 | 978 | 979 | 980 | 981 | 982 |
| | | | | 983 | 984 | 985 | 986 | 987 | 988 |
| | | | | 989 | 990 | 991 | 992 | 993 | 994 |
| | | | | 995 | 996 | 997 | 998 | 999 | 1000 |
| | | | | 1001 | 1002 | 1003 | 1004 | 1005 | 1006 |
| | | | | 1007 | 1008 | 1009 | 1010 | 1011 | 1012 |
| | | | | 1013 | 1014 | 1015 | 1016 | 1017 | 1018 |
| | | | | 1019 | 1020 | 1021 | 1022 | 1023 | 1024 |
| | | | | 1025 | 1026 | 1027 | 1028 | 1029 | 1030 |
| | | | | 1031 | 1032 | 1033 | 1034 | 1035 | 1036 |
| | | | | 1037 | 1038 | 1039 | 1040 | 1041 | 1042 |
| | | | | 1043 | 1044 | 1045 | 1046 | 1047 | 1048 |
| | | | | 1049 | 1050 | 1051 | 1052 | 1053 | 1054 |
| | | | | 1055 | 1056 | 1057 | 1058 | 1059 | 1060 |
| | | | | 1061 | 1062 | 1063 | 1064 | 1065 | 1066 |
| | | | | 1067 | 1068 | 1069 | 1070 | 1071 | 1072 |
| | | | | 1073 | 1074 | 1075 | 1076 | 1077 | 1078 |
| | | | | 1079 | 1080 | 1081 | 1082 | 1083 | 1084 |
| | | | | 1085 | 1086 | 1087 | 1088 | 1089 | 1090 |
| | | | | 1091 | 1092 | 1093 | 1094 | 1095 | 1096 |
| | | | | 1097 | 1098 | 1099 | 1100 | 1101 | 1102 |
| | | | | 1103 | 1104 | 1105 | 1106 | 1107 | 1108 |
| | | | | 1109 | 1110 | 1111 | 1112 | 1113 | 1114 |
| | | | | 1115 | 1116 | 1117 | 1118 | 1119 | 1120 |
| | | | | 1121 | 1122 | 1123 | 1124 | 1125 | 1126 |
| | | | | 1127 | 1128 | 1129 | 1130 | 1131 | 1132 |
| | | | | 1133 | 1134 | 1135 | 1136 | 1137 | 1138 |
| | | | | 1139 | 1140 | 1141 | 1142 | 1143 | 1144 |
| | | | | 1145 | 1146 | 1147 | 1148 | 1149 | 1150 |
| | | | | 1151 | 1152 | 1153 | 1154 | 1155 | 1156 |
| | | | | 1157 | 1158 | 1159 | 1160 | 1161 | 1162 |
| | | | | 1163 | 1164 | 1165 | 1166 | 1167 | 1168 |
| | | | | 1169 | 1170 | 1171 | 1172 | 1173 | 1174 |
| | | | | 1175 | 1176 | 1177 | 1178 | 1179 | 1180 |
| | | | | 1181 | 1182 | 1183 | 1184 | 1185 | 1186 |
| | | | | 1187 | 1188 | 1189 | 1190 | 1191 | 1192 |
| | | | | 1193 | 1194 | 1195 | 1196 | 1197 | 1198 |
| | | | | 1199 | 1200 | 1201 | 1202 | 1203 | 1204 |
| | | | | 1205 | 1206 | 1207 | 1208 | 1209 | 1210 |
| | | | | 1211 | 1212 | 1213 | 1214 | 1215 | 1216 |
| | | | | 1217 | 1218 | 1219 | 1220 | 1221 | 1222 |
| | | | | 1223 | 1224 | 1225 | 1226 | 1227 | 1228 |
| | | | | 1229 | 1230 | 1231 | 1232 | 1233 | 1234 |
| | | | | 1235 | 1236 | 1237 | 1238 | 1239 | 1240 |
| | | | | 12 | | | | | |

for the year 1935-36—contd.
RAILWAYS.

| ROUTE MILEAGE OPENED DURING THE YEAR 1935-36 | | ROUTE MILEAGE AUTHORISED, BUT NOT SANCTIONED BUT NOT COMMENCED (a) | | | | |
|---|--------|--|--------|------------------------|-------|------------------------------------|
| Section. | Miles. | Section. | Miles. | Section | Miles | |
| 10 | 11 | 12 | 13 | 14 | 15 | |
| .. | .. | .. | .. | . | | CLASS II RAILWAYS. |
| .. | .. | .. | . | . | | Barsi Light. |
| .. | . | .. | | .. | | Bengal Doonars. |
| | | . | | | | Bengal Doonars Extensions |
| | | | | | | Total—2 |
| . | .. | .. | .. | .. | | Bhavnagar State |
| .. | | . | | | | Bikaner State |
| . | .. | . | .. | .. | | Darjeeling Himalayan |
| .. | . | . | .. | .. | | Darjeeling Himalayan Extensions |
| | .. | | | | | Total—5 |
| .. | .. | .. | | .. | | Dibru-Sadiya |
| .. | . | .. | . | . | | Ledo and Fikak Margherita |
| | | | | | | Total—6 |
| . | .. | .. | . | | | Gackwar's Baroda State |
| .. | .. | .. | .. | Prachi Road to Kodinar | 16 10 | Khujadiya-Dhari |
| | | | | | 16 10 | |
| | . | | | .. | | Gackwar's Baroda State. |
| .. | | | | . | | Bodhi Chhota Udaipur |
| | . | | | | 16 10 | Total—7 |
| .. | . | .. | . | Kunkavav-Bigasra | 12 50 | Gondal |
| .. | . | .. | . | | | Jatapur Rajkot |
| | | | .. | | 12 50 | Total—8. |
| | . | | | | | |
| .. | | .. | .. | .. | | Jamnagar-Dwarka. |
| | | .. | .. | .. | | Jamnagar. |
| .. | | .. | .. | .. | .. | Okhamandal. |
| | .. | | . | | .. | Total—9. |
| Talala to Sasangir | *10 83 | | . | Sasangir to Visnadar | 18 62 | Junagad State |
| | *10 83 | | .. | | 18 62 | Total—10. |
| .. | .. | .. | .. | .. | .. | Morvi—11. |
| .. | . | .. | .. | Anandapuram—Sagara. | 16 22 | Mysore. |
| .. | .. | .. | .. | .. | .. | Bangalore-Chik Ballapur Light. |
| .. | .. | .. | .. | .. | .. | Kolar District. |
| .. | .. | .. | .. | .. | .. | Tarikere Narasimharajapura. |
| | .. | | .. | | 16 22 | Total—12. |
| .. | .. | .. | .. | | .. | Shabdara (Delhi)-Saharanpur Light. |
| | 10 83 | | .. | | 63 44 | Total Class II. |

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown. (b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown. M 2

* For Goods traffic only.

8.—*Mileage Statement*
CLASS III

| 1 | 2 | 3 | 4 | 5 | TRACK MILEAGE OPEN ON 31ST MARCH 1936. | | | 9 |
|----|-------------------------|--------|----------|----------|--|----------|----------|---|
| | | | | | Running track. | Sidings. | Total. | |
| | CLASS III RAILWAYS. | | | | | | | |
| 1 | Ahmadpur-Katwa | 2' 6" | 30-5-17 | 32-26 | 32-69 | 2-87 | 35-56 | Branch line under guarantee terms. |
| 2 | Arrah-Sasaram | 2' 6" | 6-3-11 | 65-16 | 65-16 | 5-36 | 70-52 | Line subsidized by District Board. |
| 3 | Bankura-Damoodar River | 2' 6" | 16-12-16 | 59-95 | 60-33 | 7-43 | 67-76 | Branch line under guarantee terms. |
| 4 | Baraset-Basirhat Light | 2' 6" | 1-2-05 | 52-24 | 52-24 | 5-08 | 57-32 | Line subsidized by District Board. |
| 5 | Bengal Provincial | 2' 6" | 7-11-94 | 33-27 | 33-27 | 2-31 | 35-58 | Unassisted Company's line. |
| | Dasghara-Jamalpurgunj | 2' 6" | 1-9-17 | 8-31 | 8-31 | 0-77 | 9-08 | Branch line under guarantee terms. |
| | Total—5 | .. | | 41-58 | 41-58 | 3-08 | 44-66 | |
| 6 | Bukhtiarpur-Bihar Light | 2' 6" | 1-7-03 | 33-00 | 33-00 | 2-97 | 35-97 | Line subsidized by District Board. |
| 7 | Burdwan-Katwa | 2' 6" | 1-12-15 | 32-47 | 32-90 | 4-08 | 36-98 | Branch line under guarantee terms. |
| 8 | Cutch State | 2' 6" | 1-5-05 | 72-00 | 72-00 | 4-50 | 76-50 | Indian State line. |
| 9 | Dehri-Rohtas Light | 2' 6" | 6-2-11 | 25-51 | 25-51 | 8-00 | 33-51 | Line subsidized by the Government of India. |
| 10 | Dholpur State | 2' 6" | 24-2-08 | 55-44 | 55-44 | 5-83 | 61-27 | Indian State line. |
| 11 | Futwah-Islampur | 2' 6" | 24-1-22 | 27-00 | 27-00 | 1-65 | 28-65 | Branch line under guarantee terms. |
| 12 | Gwalior Light | 2' 0" | 2-12-90 | 294-92 | 294-92 | *30-34 | 325-26 | Indian State line. |
| 13 | Howrah-Amta Light | 2' 0" | 1-7-97 | 43-87 | 43-87 | 6-89 | 50-76 | } Lines subsidized by District Board. |
| 14 | Howrah-Sheakhala Light | 2' 0" | 2-8-97 | 19-75 | 19-75 | 1-41 | 21-16 | |
| 15 | Jagadhri Light | 2' 0" | 11-8-11 | 3-31 | 3-31 | 0-55 | 3-86 | } Unassisted Companies' lines. |
| 16 | Jessore Jhenidah | 2' 6" | 1-10-13 | 36-75 | 36-75 | 1-76 | 38-51 | |
| 17 | Jorhat (Provincial) | 2' 0" | 13-9-83 | 32-50 | 32-50 | 2-04 | 34-54 | State line |
| 18 | Kalighat-Falta | 2' 6" | 28-5-17 | 26-25 | 26-42 | 5-96 | 32-38 | Branch line under guarantee terms. |
| 19 | Kulasekarapatnam Light | 2' 0" | 18-7-15 | 26-75 | 26-75 | . | 26-75 | Unassisted Company's line |
| 20 | Matheran Light | 2' 0" | 22-3-07 | 12-61 | 12-61 | 1-02 | 13-63 | Line subsidized by the Government of India. |
| 21 | Porbandar State | 3' 3½" | 1-10-89 | †41-20 | †41-20 | 8-45 | 49-74 | Indian State line. |
| 22 | Tezpore-Balipara Light | 2' 6" | 9-8-94 | 20-10 | 20-10 | 2-42 | 22-52 | Line subsidized by District Board |
| 23 | Trivellore Light | 2' 0" | 17-9-21 | 2-37 | 2-37 | 0-14 | 2-51 | Unassisted Company's line. |
| 24 | Udaipur-Chitorgarh | 3' 3½" | 1-8-95 | 145-64 | 145-64 | 18-58 | 164-22 | Indian State line |
| | TOTAL CLASS III | .. | | 1,202-72 | 1,204-13 | 130-41 | 1,334-54 | |

* Includes 14 miles of Gwalior Palace siding (5'-6" gauge) which is being maintained by the Gwalior Light Railway.

† Includes 1-65 miles of Porbandar Dock Estate line and 3-70 miles of Ranwao quarry line worked for goods traffic.

‡ Receives Land only from Government.

for the year 1935-36—concl'd.

RAILWAYS.

| ROUTE MILEAGE OPENED DURING THE YEAR 1935-36. | | ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1936. | | | | Name of Railway |
|--|--------|---|--------|----------------------------|--------|--------------------------|
| | | SANCTIONED BUT NOT COMMENCED. (a) | | UNDER CONSTRUCTION. (b) | | |
| Section. | Miles. | Section. | Miles. | Section. | Miles. | |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | | | | | | CLASS III RAILWAYS. |
| .. | . | | . | . | . | Ahmadpur-Katwa |
| .. | . | . | 0 21 | . | | Arrah-Sasaram |
| .. | . | .. | | | | Bankura-Damcodar River. |
| . | .. | . | 0·32 | | | Baraset-Basirhat Light. |
| | | . | | | | Bengal Provincial. |
| .. | .. | . | | | | Dasghara-Jamalpurganj. |
| | .. | | | | | Total—5 |
| . | | . | . | . | | Bukhtiarpur-Bihar Light |
| .. | .. | | . | | | Burdwan-Katwa. |
| .. | .. | | | | | Cutch State |
| . | | . | | | | Dehri-Rohtas Light |
| .. | . | | | .. | . | Dholpur State |
| .. | .. | | | | | Futwah Islampur |
| . | | . | | | | Gwalior Light. |
| .. | .. | .. | 0·07 | .. | .. | Howrah Amta Light |
| . | . | | 0·29 | | | Howrah Sheekhata Light. |
| | | | | . | | Jagadhri Light |
| .. | .. | .. | .. | .. | . | Jessore Jhenidah |
| | . | . | | | | Jorhat (Provincial) |
| | .. | | | | | Kalighat Fulta |
| . | | | | | | Kulasekarnapatnam Light |
| .. | | | . | | | Matheran Light |
| | . | | | | | Porbandar State. |
| .. | . | . | | . | | Tezapore-Balipara Light. |
| | . | | .. | | | Trivellore Light |
| Khamblighat-Phulad Jn. | 13·25 | . | | . | . | Udaipur Chitorgarh |
| | 13·25 | | 0 89 | | .. | TOTAL CLASS III |

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely are not shown

9.—Description of Class I Railways worked during the year 1935-36.

| Railway | (a) Mean Mileage worked. | Number of Stations (b) | Total length of gradients (in miles). | | | | | | Steepest gradient worked. | | Maximum Degree of curvature and radius. | | Ratio of curve to total length of line expressed as a percent- age. | Average amount of curva- ture per mile (De- grees). |
|------------------------------------|-----------------------------------|---------------------------------|---------------------------------------|---------------------|----------------------|-----------------------|-----------------------|-----------------|---------------------------------|-------------------|--|-----------------------|---|---|
| | | | 1/50 and less. | 1/51 to 1/80. | 1/81 to 1/100. | 1/101 to 1/200. | 1/201 to 1/300. | Total. | Len- gth (in miles) | Inclina- tion. | Degree. | Radius in feet. | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 5' 6" GAUGE. | | | | | | | | | | | | | | |
| Bengal-Nagpur . | 2,522.8 | 410 | Nil | 8.11 | 215.0 | 804.2 | 200.7 | 1,318.0 | 2.30 | 1 in 60 | 5.75 | 1,000 | 16.0 | 14.3 |
| Bombay, Baroda & Central India. | 1,258.2 | 256 | Nil | 1.35 | 0.61 | 262.1 | 95.1 | 359.2 | 0.88 | 1 in 80 | 5.75 | 996 | 14.6 | 19.9 |
| Eastern Bengal . | 899.7 | 236 | Nil | Nil | 0.65 | 3.42 | 10.3 | 14.4 | 0.65 | 1 in 100 | 6.00 | 955 | 13.1 | 10.5 |
| East Indian . | 4,447.5 | 757 | 0.15 | 23.0 | 66.1 | 304.6 | 135.4 | 529.3 | 0.15 | 1 in 50 | 8.00 | 712 | 15.0 | 9.80 |
| Great Indian Pen- insula. | 3,544.9 | 508 | 20.8 | 24.3 | 91.5 | 1,047.1 | 414.3 | 1,598.0 | 0.16 | 1 in 34 | 9.55 | 600 | 20.4 | 15.6 |
| Madras and South- ern Mahratta. | 1,157.2 | 253 | Nil | 14.1 | 36.0 | 185.7 | 109.0 | 344.8 | 0.80 | 1 in 60 | 7.96 | 720 | 22.8 | 9.72 |
| Nizam's State . | 688.1 | 101 | Nil | Nil | 153.7 | 220.8 | 30.7 | 405.2 | 2.52 | 1 in 100 | 4.40 | 1,300 | 18.0 | 20.2 |
| North Western | 6,250.1 | 958 | 109.7 | 122.0 | 225.1 | 250.4 | 227.6 | 934.8 | 2.75 | 1 in 25 | 12.6 | 455 | 12.2 | 13.7 |
| South Indian . | 797.7 | 154 | Nil | 53.4 | 65.7 | 135.5 | 65.2 | 289.8 | 1.16 | 1 in 62 | 7.16 | 800 | 34.8 | 24.6 |
| Total | 21,575.2 | 3,633 | 130.7 | 226.3 | 854.4 | 3,303.8 | 1,278.9 | 5,793.5 | | | | | | |
| 3' 3½" GAUGE. | | | | | | | | | | (d) | | | | |
| Assam Bengal | 1,328.7 | 300 | 10.3 | 47.8 | 31.2 | 182.3 | 39.8 | 341.4 | 10.1 | 1 in 37 | 15.0 | 382 | 14.8 | 35.2 |
| Bengal and North Western. | 2,189.7 | 365 | 0.11 | 1.52 | 3.16 | 9.11 | 8.73 | 22.6 | 0.11 | 1 in 50 | 8.73 | 656 | 10.0 | 7.96 |
| Bombay, Baroda & Central India | 2,207.2 | 344 | 3.40 | 0.48 | 19.1 | 393.9 | 235.2 | 652.3 | 3.40 | 1 in 40 | 8.00 | 716 | 9.55 | 10.3 |
| Burma . | 2,059.9 | 457 | 105.9 | 47.9 | 109.6 | 240.1 | 186.4 | 689.9 | 3.50 | 1 in 25 | 17.0 | 337 | 15.4 | 37.3 |
| Eastern Bengal . | 1,072.1 | 213 | 0.34 | 0.63 | 3.97 | 49.7 | 47.5 | 93.1 | 0.34 | 1 in 50 | 11.4 | 500 | 11.1 | 19.4 |
| East Indian . | 65.7 | 1 | Nil | Nil | Nil | 0.65 | 2.80 | 3.45 | 0.65 | 1 in 200 | 7.66 | 748 | 14.7 | 11.6 |
| Jodhpur . | 1,033.7 | 161 | 0.51 | Nil | 1.55 | 236.1 | 72.3 | 310.4 | 0.51 | 1 in 50 | 8.00 | 716 | 8.57 | 11.3 |
| Madras and South ern Mahratta | 2,078.1 | 321 | 14.2 | 53.4 | 628.9 | 352.7 | 115.9 | 1,205.1 | 1.42 | 1 in 40 | 12.0 | 479 | 20.3 | 33.7 |
| Nizam's State . | 659.8 | 110 | Nil | Nil | 6.68 | 350.6 | 171.8 | 532.1 | 0.78 | 1 in 100 | 5.00 | 1,146 | 10.7 | 8.2 |
| Rohilkund and Kumaon | 562.0 | 104 | Nil | 4.85 | 8.44 | 13.8 | 23.6 | 50.7 | 3.31 | 1 in 70 | 12.0 | 479 | 8.70 | 8.22 |
| South Indian . | 1,766.7 | 436 | 24.0 | 35.3 | 90.8 | 368.7 | 137.1 | 655.9 | 1.51 | 1 in 13 | 11.5 | 500 | 17.9 | 16.0 |
| Total | 15,023.0 | 2,812 | 158.8 | 191.9 | 93.7 | 2,228.7 | 1,044.1 | 4,527.0 | | | | | | |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | | | | | | |
| Bengal Nagpur | 926.3 | 143 | 0.51 | 44.2 | 153.5 | 205.0 | 64.9 | 458.1 | 0.51 | 1 in 50 | 14.0 | 409 | 18.6 | 38.3 |
| Bombay, Baroda & Central India | 224.5 | 64 | Nil | 3.95 | 29.2 | 35.8 | 11.2 | 89.1 | 0.35 | 1 in 75 | 9.00 | 478 | 18.3 | 40.1 |
| Eastern Bengal . | 36.9 | 14 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | 15.0 | 382 | 25.0 | 42.3 |
| Great Indian Pen- insula. | 244.4 | 44 | Nil | 1.81 | 60.8 | 63.4 | 14.5 | 140.5 | 0.80 | 1 in 80 | 12.0 | 478 | 22.6 | 41.8 |
| North Western . | 685.8 | 90 | 109.4 | 42.8 | 97.5 | 85.5 | 41.2 | 376.4 | 0.80 | 1 in 20 | 52.1 | 110 | 21.6 | 125.2 |
| South Indian . | 98.7 | 15 | Nil | 32.8 | 11.9 | 19.4 | 2.50 | 66.6 | 2.30 | 1 in 67 | 6.00 | 955 | 30.2 | 62.2 |
| Total | 2,216.6 | 370 | 109.9 | 125.6 | 352.9 | 400.1 | 124.3 | 1,121.7 | | | | | | |
| GRAND TOTAL . | 38,815.4 | 6,815 | 399.4 | 543.8 | 2,111.0 | 5,941.6 | 2,446.7 | 11,442.2 | | | | | | |

Mean mileage worked.

Number of Stations.

(a) { Class II Railways

3,575.52

659

(a) { Class III Railways

1,221.05

344

(b) Excludes block huts, branch booking offices and out agencies.

(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5.73° and radius = 1,000 ft.

(d) 1 in 37 on a straight compensated to 1 in 43 on curves.

(e) Excepting Mhow Ghat section on which the maximum curvature is 9.56° and radius = 610 ft.

(f) The sharpest curve on the Travancore Ghat is 477 ft and on the Nilgiri Mountain Ry. is 318 ft, (specially sanctioned).

(g) The figure is for plain section the figure for ghat section being 322.4°.

(h) The steepest gradient worked on other than the Nilgiri Mountain Ry is 1 in 53 and the length 0.21 mile.

(i) Figures relating to Nok-Kundi-Zahidan and Landi Kotal Landi Khana Sections (closed to traffic) not included, while calculating the results.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936.

A.—LOCOMOTIVES AND RAIL MOTORS, ETC.—By gauges.

| Railway | LOCOMOTIVES. | | | | | | RAIL MOTORS. | | | STEAM COACHES. | | | ELECTRIC MOTOR COACHES | | | |
|-----------------------------------|--------------|------|-------|---------------|----------------------------|------------|--------------|-------|-------|----------------|--------|-------|------------------------|-------|-------|-------------------------|
| | Steam | | | Elect. ric | Total tractive effort lbs. | | No | Seats | | No | Seats. | | No (in units) | Seats | | Average weight in tons. |
| | Tender | Tank | Total | | Steam | Electric | | Upper | Lower | | Upper | Lower | | | | |
| | | | | | | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 5' 6" GAUGE | | | | | | | | | | | | | | | | |
| Bengal-Nagpur | 607 | 63 | 670 | | 20,499,960 | | | .. | | 2 | 48 | 160 | | | | .. |
| Bombay, Baroda and Central India | 326 | 35 | 361 | (d) 2 | 9,420,172 | 10,000 | | | | | | | 40 | | 4,800 | 71 |
| Eastern Bengal | 228 | 74 | 302 | | 7,545,076 | | | | | | | | | | . | .. |
| East Indian | 1,189 | 395 | 1,584 | | 17,303,861 | | | | | 3 | 12 | 330 | | | . | . |
| Great Indian Peninsula | 655 | 73 | 728 | 65 | 19,085,157 | 2,048,000 | | | | | | | 53 | | 1,388 | 67 |
| Madras and Southern Mahratta. | 243 | 58 | 301 | | 7,469,424 | | | | | | | | | | . | .. |
| Nizam's State | 81 | 4 | 85 | | 2,122,026 | | | | | | | | | | . | .. |
| North Western | 1,127 | 111 | 1,238 | 2 | 32,605,028 | 58,352 | 1 | 7 | | 7 | 30 | 525 | | | . | . |
| South Indian | 147 | 6 | 153 | | 3,386,092 | | | | | | | | | | . | .. |
| Total | 4,603 | 810 | 5,422 | 69 | 139,437,696 | 2,116,352 | 1 | 7 | | 12 | 90 | 1,015 | 93 | | 9,188 | 69 |
| 3' 3½" GAUGE | | | | | | | | | | | | | | | | |
| Assam-Bengal | 185 | 19 | 204 | | 2,932,122 | | | | | | | | | | | . |
| Bengal and North Western. | 378 | 14 | 392 | | 5,033,318 | | | | | | | | | | | . |
| Bombay, Baroda and Central India | 396 | 65 | 461 | | 7,056,802 | | | | | 3 | 36 | 307 | | | . | . |
| Burma | 300 | 89 | 389 | | 7,022,184 | .. | | | | | | | | | . | .. |
| Eastern Bengal | 210 | 2 | 212 | | 3,352,934 | . | | | | 2 | | 56 | | | . | . |
| Jodhpur | 103 | 4 | 107 | | 1,391,490 | | | | | | | | | | . | .. |
| Madras and Southern Mahratta | 350 | 5 | 355 | | 5,900,319 | | | | | | | | | | . | . |
| Nizam's State | 75 | 12 | 87 | | 1,281,885 | . | | | | 2 | | 224 | | | . | . |
| Rohilkund and Kumaon | 73 | 3 | 76 | * | 1,012,983 | | | | | | | | | | . | .. |
| South Indian | 320 | 67 | 387 | (b) 6 | 5,139,856 | (c) 41,600 | 3 | | 220 | | | | 24 | 481 | 550 | 38 |
| Total | 2,390 | 280 | 2,670 | 6 | 40,472,923 | 41,600 | 3 | . | 220 | 7 | 36 | 587 | 24 | 481 | 550 | 38 |
| 2' 6" GAUGE. | | | | | | | | | | | | | | | | |
| Bengal-Nagpur | 101 | 14 | 115 | | 1,550,557 | . | | | | 3 | 18 | 96 | | | . | . |
| Bombay, Baroda and Central India. | 7 | 19 | 26 | | 225,640 | . | | | | | | | | | . | . |
| Eastern Bengal | . | 10 | 10 | | 37,969 | | | | | | | | | | . | . |
| Great Indian Peninsula | 14 | 8 | 22 | . | 315,860 | . | | | | | | | | | . | . |
| North Western | 68 | 33 | 101 | | 1,454,658 | . | 6 | 70 | | 3 | | 108 | 1 | 16 | .. | 13 |
| South Indian | 6 | 5 | 11 | . | 138,009 | | | | | . | | | | | . | . |
| Total | 196 | 89 | 285 | . | 3,722,093 | | 6 | 70 | | 6 | 18 | 204 | 1 | 16 | .. | 13 |

† Includes one Petrol Locomotive.

(a) Includes 2,460 lbs tractive effort of 1 Petrol Locomotive

(b) Includes 2 Battery Tenders.

(c) For 4 Electric Locomotives only

(d) One of these was in the process of reconditioning during the year 1935-36.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

B.—COACHING STOCK.—Broad and metre gauges.

| Railway. | PASSENGER CARRIAGES OF UNIFORM CLASS. | | | | | | | | | |
|--|---------------------------------------|-------------------|-----------|--------|------------|----------------|-------------------|-------|--------|----------|
| | Bogies. | | | | | Four-wheelers. | | | | |
| | No. | Seats by classes. | | | | No. | Seats by classes. | | | |
| | | 1st. | 2nd. | Inter. | Thrd. | | 1st. | 2nd. | Inter. | Thrd. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 5' 6" GAUGE. | | | | | | | | | | |
| Bengal-Nagpur | 473 | 189 | 340 | 4,576 | 40,014 | 19 | 96 | .. | 72 | 54 |
| Bombay, Baroda and Central India . . . | (a) 447 | (b) 1,506 | (c) 5,569 | .. | (d) 41,960 | 27 | .. | 64 | .. | 1,378 |
| Eastern Bengal | 231 | 379 | 51 | 318 | 27,377 | 16 | 85 | 24 | 72 | 444 |
| East Indian | 1,184 | 889 | 1,920 | 10,416 | ** 110,491 | 302 | 228 | 285 | .. | ††16,454 |
| Great Indian Peninsula | *659 | 1,241 | 1,559 | 82 | †63,719 | 6 | .. | .. | .. | 300 |
| Madras and Southern Mahratta | 208 | 80 | 300 | .. | 23,140 | (k) 161 | .. | 205 | .. | 7,254 |
| Nizam's State | 43 | .. | .. | .. | 5,586 | 25 | 12 | 132 | .. | 927 |
| North Western | 1,053 | 208 | 427 | 3,717 | 106,595 | 124 | 14 | 396 | 229 | 4,587 |
| South Indian | 141 | 78 | 104 | .. | 13,838 | .. | .. | .. | .. | .. |
| Total | 4,439 | 4,570 | 10,270 | 19,109 | 432,720 | 680 | 435 | 1,106 | 373 | 31,398 |
| 3' 3½" GAUGE | | | | | | | | | | |
| Assam-Bengal | 227 | .. | .. | .. | 15,970 | .. | .. | .. | .. | .. |
| Bengal and North Western | 436 | 11 | .. | 665 | 38,840 | (g) 604 | 186 | 336 | 1,352 | 22,000 |
| Bombay, Baroda and Central India . . . | 653 | 120 | 60 | .. | 51,495 | 199 | 378 | 600 | .. | 2,624 |
| Purna | 431 | 44 | .. | .. | 30,085 | 72 | 48 | 48 | .. | 2,340 |
| Eastern Bengal | 311 | 228 | .. | 540 | 21,177 | (i) 48 | 96 | .. | 112 | 947 |
| Jodhpur | 72 | 8 | .. | .. | 5,556 | 58 | 33 | 88 | 312 | 668 |
| Madras and Southern Mahratta | 307 | 48 | 243 | .. | 20,140 | 108 | 72 | 144 | .. | 2,610 |
| Nizam's State | 50 | .. | .. | .. | 4,569 | (j) 44 | 54 | 216 | .. | 1,407 |
| Rohilkund and Kumaon | 67 | .. | .. | .. | 6,204 | (h) 105 | 96 | 78 | 70 | 3,142 |
| South Indian | (e)780 | 712 | 514 | .. | (f) 50,431 | 5 | .. | .. | .. | 160 |
| Total | 3,334 | 1,171 | 817 | 1,205 | 244,467 | 1,243 | 963 | 1,510 | 1,846 | 35,898 |

* Includes 100 bogies Electric Stock.

(a) Includes 120 bogies Electric Stock.

(b) Includes 720 1st class seats of Electric Stock.

(c) Includes 4,600 2nd class seats of Electric Stock.

(d) Includes 8,720 III class seats of Electric Stock.

**Includes 769 seats for servants in Higher class stock and 14,978 seats in 144 Replaced vehicles running as Mela Stock.

††Includes 20 seats for servants in Higher class stock.

† Includes 10,716 third class seats of Electric Stock.

(e) Includes 48 Trailer Electric Coaches.

(f) Includes 3,456 third class seats of Electric Stock.

(g) Includes 383 six-wheelers.

(h) Includes 29 six-wheelers.

(i) Includes 8 six-wheelers.

(j) Six-wheeled.

(k) Includes 4 six wheelers.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

B.—COACHING STOCK —Broad and metre gauges—contd.

| COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION | | | | | | | | | | |
|--|-------------------|--------|--------|----------|----------------|------------------|-------|--------|--------|-----------------------------------|
| Bogies. | | | | | Four-wheelers. | | | | | Railway. |
| No. | Seats by classes. | | | | No. | Seats by classes | | | | |
| | 1st. | 2nd. | Inter. | Third | | 1st. | 2nd. | Inter. | Third. | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 5' 6" GAUGE. | | | | | | | | | | |
| (n)145 | 1,456 | 2,512 | 1,463 | 1,466 | 15 | 84 | 152 | 17 | 29 | Bengal Nagpur. |
| 108 | 1,404 | 2,535 | 150 | 2,007 | 9 | 54 | 18 | . | | Bombay, Baroda and Central India |
| 240 | 1,960 | 3,012 | 9,388 | 8,351 | 12 | 80 | 116 | 54 | 72 | Eastern Bengal. |
| 500 | 3,167 | 6,751 | 10,514 | ††13,923 | §§16 | 116 | 173 | .. | ¶18 | East Indian. |
| ‡315 | §2,973 | §5,874 | 1,813 | §7,692 | | | | .. | .. | Great Indian Peninsula |
| 148 | 518 | 1,753 | 2,199 | 6,296 | 27 | 94 | 164 | 91 | 133 | Madras and Southern Mahratta |
| 25 | 254 | 716 | . | 452 | 4 | 24 | 51 | . | .. | Nizam's State |
| 682 | 4,248 | 5,714 | 11,542 | 29,051 | 68 | 510 | 615 | .. | 15 | North Western. |
| 66 | 720 | 1,818 | | 1,060 | .. | .. | .. | . | .. | South Indian |
| 2,229 | 16,700 | 30,685 | 37,069 | 70,298 | 151 | 962 | 1,289 | 162 | 257 | Total. |
| 3' 3½" GAUGE. | | | | | | | | | | |
| 195 | 1,240 | 1,160 | 1,956 | 4,348 | . | . | . | | | Assam Bengal |
| 78 | 512 | 720 | 1,168 | 1,212 | (k)119 | 567 | 576 | 460 | 964 | Bengal and North Western. |
| 140 | 1,164 | 1,566 | 162 | 1,801 | 32 | 192 | 192 | . | | Bombay, Baroda and Central India. |
| 167 | 1,398 | 2,664 | . | 1,972 | 6 | 36 | 48 | . | . | Burma |
| 155 | 1,012 | 935 | 1,996 | 2,711 | (m)27 | 144 | 144 | 42 | 42 | Eastern Bengal |
| 47 | 142 | 214 | 782 | 983 | 12 | 33 | 46 | 13 | . | Jodhpur. |
| 144 | 510 | 1,035 | 1,154 | 2,787 | 16 | 64 | 96 | . | | Madras and Southern Mahratta |
| 14 | 132 | 304 | | 123 | 7 | 45 | 96 | | | Nizam's State |
| 25 | 147 | 216 | 350 | 722 | (l)20 | 67 | 69 | 139 | 139 | Reharkund and Kumaon. |
| 174 | 1,147 | 2,596 | 177 | 2,582 | 4 | 24 | 32 | . | | South Indian |
| 1,139 | 7,404 | 11,350 | 7,745 | 19,241 | 243 | 1,172 | 1,299 | 654 | 1,145 | Total. |

‡ Includes 50 Bogies Electric Stock.

§ Includes 619 first, 2,021 second and 1,576 third class seats of Electric Stock; and excludes 80 Dining seats.

|| Six Wheelers.

(k) Includes 90 six wheelers.

(l) Includes 6 six-wheelers.

(m) Includes 22 six-wheelers.

(n) Includes 2 Steam Coaches

§§ Excludes 3 steam coaches shown in statement No. 10-A (page 79)

†† Includes 2,531 seats for servants in Higher class stock.

¶ Represent servants seats in Higher class stock.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

B.—COACHING STOCK—Broad and Metre gauges—contd.

| Railway. | COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION. | | | | | | | | | | MILITARY CARS. | | DINING CARS. | |
|--------------------------------------|---|-------------------|-----|--------|---------|---------------|-------------------|-----|--------|--------|----------------------|--------|----------------------|--------|
| | Bogies. | | | | | Four-wheelers | | | | | No. (in units) | Seats. | No. (in units) | Seats. |
| | No. | Seats by classes. | | | | No. | Seats by classes. | | | | | | | |
| | | 1st. | 2nd | Inter. | Third | | 1st. | 2nd | Inter. | Third. | | | | |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 |
| 5' 6" GAUGE. | | | | | | | | | | | | | | |
| Bhagal Nagpur . . | 133 | . | . | 276 | 7,628 | 5 | .. | . | 52 | 120 | .. | .. | 13 | 390 |
| Bombay, Baroda and Central India. | 93 | 16 | . | 1,482 | 4,970 | .. | . | . | . | .. | .. | .. | 15 | 480 |
| Eastern Bengal . . | 199 | . | . | 880 | 17,097 | 3 | .. | . | 40 | 77 | .. | .. | 2 | 72 |
| East Indian . . | 509 | 26 | 46 | 738 | 30,974 | 12 | . | . | . | 409 | . | . | 24 | 609 |
| Great Indian Peninsula | 241 | 118 | 238 | 21 | 11,981 | .. | . | .. | . | .. | 58 | †3,200 | 29 | (c)990 |
| Madras and Southern Mahratta | 139 | . | .. | .. | 8,309 | 13 | .. | .. | .. | 298 | .. | .. | 5 | 142 |
| Nizam's State . . | 17 | .. | .. | .. | 656 | 2 | .. | .. | .. | 72 | . | .. | .. | .. |
| North Western | 500 | 548 | 549 | 1,615 | 23,011 | . | .. | .. | .. | .. | 18 | 1,152 | 34 | 856 |
| South Indian | 108 | 72 | 144 | .. | 6,481 | .. | . | .. | .. | .. | . | .. | 2 | 64 |
| Total | 1,939 | 780 | 977 | 5,012 | 111,107 | 35 | .. | .. | 92 | 1,066 | 76 | 4,352 | 124 | 3,603 |
| 3' 3½" GAUGE. | | | | | | | | | | | | | | |
| Assam Bengal | 147 | .. | . | 1,431 | 4,022 | 37 | . | .. | .. | 148 | .. | .. | 2 | 46 |
| Bengal and North Western | 44 | . | . | . | 2,114 | (a)22 | . | .. | .. | 552 | .. | .. | *2 | 24 |
| Bombay, Baroda and Central India. | 192 | .. | .. | .. | 9,984 | .. | .. | .. | .. | . | . | .. | 5 | (b)160 |
| Burma | 223 | 100 | 48 | .. | 9,487 | 7 | .. | .. | .. | 131 | .. | .. | 3 | 61 |
| Eastern Bengal | 153 | .. | .. | 138 | 6,170 | 4 | .. | .. | .. | 63 | .. | .. | 2 | 30 |
| Jodhpur | 63 | .. | .. | .. | 3,460 | 4 | .. | .. | .. | 86 | .. | .. | 4 | 66 |
| Madras and Southern Mahratta. | 134 | .. | .. | 168 | 4,418 | 155 | .. | .. | .. | 1,992 | .. | .. | .. | .. |
| Nizam's State . . . | 21 | .. | 128 | .. | 578 | *5 | .. | .. | .. | 168 | .. | .. | .. | .. |
| Rohilkund and Kumaon . | 22 | .. | .. | 53 | 1,151 | *1 | . | .. | 13 | 19 | .. | .. | 1 | 25 |
| South Indian | 312 | .. | .. | .. | 15,949 | 1 | .. | .. | .. | 22 | .. | .. | 8 | 150 |
| Total | 1,311 | 100 | 176 | 1,793 | 57,333 | 236 | .. | .. | 13 | 3,181 | .. | .. | 27 | 562 |

* Six-wheelers.

† 81 first class and 3,116 third class.

(a) Includes 14 six-wheelers

(b) Includes 72 Dining seats of 6 Bogie composite 1st, 2nd and Dining Cars included in the number 140 shown under column 12, page 81.

(c) Excludes 211 seats for servants.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

B.—COACHING STOCK—Broad and Metre gauges—contd.

| SALOONS, ROYAL AND STATE. | | | | RESERVED CARRIAGES (FOR USE OF THE PUBLIC). | | | | Total Passenger carriages for public use. In units (cols 2 to 44 No cols. only). | Railway |
|---------------------------|---------|----------------|---------|---|---------|---------------|---------|--|-----------------------------------|
| Bogies. | | Four-wheelers. | | Bogies. | | Four-wheelers | | | |
| No. | Berths. | No. | Berths. | No. | Berths. | No. | Berths. | No. | |
| 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 |
| 5' 6" GAUGE. | | | | | | | | | |
| .. | .. | .. | .. | 6 | 30 | .. | .. | 809 | Bengal Nagpur. |
| 1 | 7 | .. | . | 13 | 156 | *10 | 111 | 723 | Bombay, Baroda and Central India. |
| 2 | 6 | .. | . | 3 | 10 | . | .. | 708 | Eastern Bengal |
| 15 | 44 | .. | .. | 24 | 155 | ‡2 | 4 | 2,588 | East Indian. |
| 5 | 17 | . | .. | 22 | 246 | . | .. | 1,335 | Great Indian Peninsula. |
| 2 | 4 | ‡1 | 2 | 3 | 21 | ‡2 | 12 | 709 | Madras and Southern Mahratta. |
| †11 | 55 | 5 | 12 | 6 | 46 | .. | .. | 138 | Nizam's State. |
| 27 | 118 | .. | .. | 23(b) | 110 | .. | .. | 2,529 | North Western. |
| 2 | 18 | .. | .. | 2 | 16 | .. | .. | 321 | South Indian. |
| 65 | 269 | 6 | 14 | 102 | 790 | 14 | 127 | 9,860 | Total. |
| 3' 3½" GAUGE. | | | | | | | | | |
| 1 | 2 | 1 | 5 | 1 | 3 | .. | .. | 611 | Assam Bengal. |
| 1 | 2 | ‡2 | 4 | .. | .. | (a)14 | 22 | 1,322 | Bengal and North Western. |
| 6 | 22 | 1 | 1 | 16 | 94 | 1 | 2 | 1,245 | Bombay, Baroda and Central India. |
| 3 | 4 | .. | .. | 15 | (d)105 | .. | .. | 927 | Burma. |
| 2 | 4 | .. | .. | 2 | 5 | .. | .. | 704 | Eastern Bengal. |
| .. | .. | .. | .. | .. | .. | .. | .. | 260 | Jodhpur |
| 2 | 4 | . | .. | 1 | 6 | 4 | 12 | 871 | Madras and Southern Mahratta. |
| 4 | 29 | ‡1 | 4 | 1 | 3 | ‡1 | 4 | 148 | Nizam's State. |
| .. | .. | .. | .. | .. | .. | (c)3 | 4 | 244 | Rohilkund and Kumaon. |
| 2 | 4 | .. | .. | 3 | 38 | .. | .. | 1,289 | South Indian |
| 21 | 71 | 5 | 14 | 39 | 254 | 23 | 44 | 7,621 | Total |

* Includes 3 six wheelers.

† Includes 3 first class State carriages.

‡ Six-wheeled

§ One of these has been converted into a shikari car

(a) Includes 6 six-wheelers.

(b) Tourist cars

(c) Includes 1 six-wheeler.

(d) Excluding 122 3rd class seats.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

B.—COACHING STOCK—Broad and Metre gauges—contd.

| Railway. | Other Coaching Vehicles. | | | | | | | | |
|--|--|-------------------|--|-------------------------------------|--------------------------|-----------------|-------------------------|---------------|---|
| | Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages). | | Brake vans fitted with mails (news-paper, letter sorting). | Mails (news-paper, letter sorting). | Carriage and motor vans. | Horse vans. | | Luggage vans. | Miscellaneous (excluding departmental). In units. |
| | Bogies. No. | Four-wheelers No. | | | | No. (in units). | No. (in units). Stalls. | | |
| 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 |
| 5' 6" GAUGE. | | | | | | | | | |
| Bengal-Nagpur | .. | .. | 28 | .. | 84 | 41 | 246 | 7 | 58 |
| Bombay, Baroda and Central India | .. | .. | .. | . | 57 | 25 | 150 | 76 | 2 |
| Eastern Bengal | 3 | .. | .. | .. | 38 | 38 | 228 | 119 | 59 |
| East Indian | .. | . | 4 | 14 | 231 | 153 | 918 | 44 | 41 |
| Great Indian Peninsula | 9 | .. | 2 | .. | 58 | 91 | 516 | 26 | 290 |
| Madras and Southern Mahratta | .. | .. | .. | 4 | 41 | 27 | 162 | 101 | 1 |
| Nizam's State | . | .. | .. | 1 | 10 | 13 | 78 | .. | *10 |
| North Western | 16 | .. | .. | .. | 118 | 158 | 948 | 157 | (a) 433 |
| South Indian | 5 | .. | .. | .. | 24 | 17 | 102 | 52 | .. |
| Total | 33 | .. | 34 | 19 | 661 | 563 | 3,348 | 581 | 894 |
| 3' 3½" GAUGE | | | | | | | | | |
| Assam-Bengal | 9 | 30 | .. | .. | 27 | 12 | 48 | 5 | 43 |
| Bengal and North-Western | .. | .. | . | .. | 21 | 30 | 120 | .. | (b) 3 |
| Bombay, Baroda and Central India | .. | . | .. | . | 57 | 77 | 308 | 23 | †6 |
| Burma | 30 | . | .. | .. | 71 | 17 | 68 | 31 | 156 |
| Eastern Bengal | 5 | . | .. | 1 | 36 | 31 | 124 | 81 | 42 |
| Jodhpur | .. | .. | .. | .. | 4 | 8 | 32 | 7 | 3 |
| Madras and Southern Mahratta | .. | .. | . | .. | 33 | 34 | 136 | 44 | 14 |
| Nizam's State | .. | .. | .. | .. | 4 | 12 | 48 | .. | *2 |
| Rohilkund and Kumaon | .. | .. | 3 | .. | 7 | 12 | 48 | 6 | 7 |
| South Indian | 11 | .. | 5 | .. | 43 | 44 | 104 | 10 | 13 |
| Total | 55 | 30 | 8 | 1 | 303 | 277 | 1,036 | 207 | 289 |

* Includes 2 State Vehicles (a dynamo van and a kitchen and third class bogie).

† Includes 3 Insulated cars.

(a) Includes 169 Cold Storage Vans and 23 Insulated Fruit Vans

(b) Includes 1 six-wheeler.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

B.—COACHING STOCK—Broad and Metre gauges—concl'd.

| BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE. | | Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57). | Total coaching vehicles for public use In units (Cols. 46, 58 to 60) | Railway service vehicles (including officers' carriages) In units. | | Railway. |
|---|----------------|--|---|--|---------|-----------------------------------|
| Bogies. | Four-wheelers. | | | No. | Berths | |
| No. | No. | | | | | |
| 55 | 59 | 60 | 61 | 62 | 63 | 64 |
| 5' 6" GAUGE. | | | | | | |
| .. | .. | 218 | 1,027 | 154 | (c) 124 | Bengal Nagpur. |
| 30 | 7 | 160 | 920 | 20 | 40 | Bombay, Baroda and Central India. |
| .. | 12 | 256 | 976 | 61 | (d) 121 | Eastern Bengal. |
| .. | 84 | 487 | 3,159 | 347 | 268 | East Indian. |
| 15 | 29 | 476 | 1,855 | 197 | 322 | Great Indian Peninsula. |
| .. | 46 | 174 | 929 | 91 | 308 | Madras and Southern Mahratta. |
| .. | 9 | 34 | †181 | 11 | 22 | Nizam's State. |
| .. | 120 | 882 | 3,531 | 252 | 487 | North Western. |
| .. | .. | 98 | 419 | 31 | 22 | South Indian |
| 45 | 307 | 2,785 | 12,997 | 1,164 | 1,714 | Total. |
| 3' 3½" GAUGE. | | | | | | |
| .. | .. | 126 | 737 | 120 | 309 | Assam Bengal. |
| .. | (h)163 | 54 | 1,539 | (i)32 | 48 | Bengal and North Western. |
| 28 | 3 | 163 | 1,439 | 30 | 52 | Bombay, Baroda and Central India. |
| .. | .. | 305 | 1,232 | 74 | 148 | Burma. |
| .. | 20 | 196 | 920 | 81 | (e) 106 | Eastern Bengal. |
| 4 | 10 | 22 | 296 | 44 | 98 | Jodhpur. |
| .. | .. | 125 | 996 | 112 | 124 | Madras and Southern Mahratta. |
| .. | 15 | 18 | (f)181 | (k)25 | (g)18 | Nizam's State. |
| .. | .. | 35 | 279 | (j)13 | 17 | Rohilkund and Kumaon. |
| .. | .. | 126 | 1,415 | 60 | 79 | South Indian |
| 32 | 211 | 1,170 | 9,034 | 591 | 999 | Total. |

† Includes 18 units of State Stock for private use.

(c) Excludes 16 chairs.

(d) Excluding those of one Inspection Car, and one electric charging van.

(e) Excluding those of 1 tender to saloon, and 1 electric charging van, 1 Inspection car, and one cinema car.

(f) Includes 7 units of State Stock for private use.

(g) Excluding 718 third class seats.

(h) Includes 123 six-wheelers.

(i) Includes 8 six-wheelers and 1 bogie.

(j) Includes 5 six-wheelers.

(k) Includes 15 workmen train Carriages.

10.—Statement of Equipment showing the actual stock running on
C.—Goods

| Railway | COVERED WAGONS. (IN UNITS.) | | | | | OPEN WAGONS (HIGH-SIDED). (IN UNITS.) | | | | | OPEN | |
|------------------------------------|--------------------------------|-------------------------------------|-------------------------------------|------------------|----------------------------------|--|-------------------------------------|-------------------------------------|------------------|----------------------------------|-------------------------|------------------------------------|
| | 17 tons and under. | Over 17 and up to 24 tons. | Over 24 and up to 36 tons. | Over 36 tons. | Total capacity in tons. | 17 tons and under. | Over 17 and up to 24 tons. | Over 24 and up to 36 tons. | Over 36 tons. | Total capacity in tons. | 17 tons and under | Over 17 and up to 24 tons |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 5' 6" GAUGE. | | | | | | | | | | | | |
| Bengal-Nagpur . | .. | 7,138 | . | .. | 151,021 | .. | 13,096 | .. | .. | 288,293 | . | 67 |
| Bombay, Baroda & Central India. | 624 | 5,058 | .. | .. | 121,260 | 172 | 1,909 | .. | .. | 44,922 | .. | .. |
| Eastern Bengal . | 1,146 | 5,791 | .. | 2 | 137,341 | 83 | 57 | 1 | 2 | 2,577 | 199 | 299 |
| East Indian . | (b)500 | 32,740 | 6 | 2 | 659,987 | 109 | 14,108 | 22 | 4 | 299,575 | 248 | 2 |
| Great Indian Peninsula | 2,278 | 8,666 | .. | 1,056 | 262,720 | 467 | 2,734 | . | 215 | 74,803 | 630 | 185 |
| Madras & South- ern Mahratta. | 678 | 3,648 | . | .. | 92,250 | 42 | 947 | .. | 73 | 25,291 | 64 | 360 |
| Nizam's State . | . | (a) 949 | . | .. | 20,455 | .. | 935 | . | .. | 20,536 | .. | 211 |
| North Western . | 74 | 22,517 | 193 | 104 | 513,547 | 28 | 2,344 | .. | 101 | 55,158 | 11 | 1,716 |
| South Indian . | . | 1,507 | . | . | 33,928 | . | 615 | . | .. | 13,824 | .. | .. |
| TOTAL | 5,300 | 88,014 | 199 | 1,164 | 1,992,509 | 901 | 36,745 | 23 | 395 | 824,779 | 1,152 | 2,840 |

| Railway | COVERED WAGONS. (IN UNITS) | | | | | OPEN WAGONS (HIGH-SIDED). (IN UNITS) | | | | | OPEN | |
|-----------------------------------|--------------------------------|------------------------------------|-------------------------------------|-----------------|---------------------------------|--|------------------------------------|------------------------------------|-----------------|------------------------------------|--------------------------|-------------------------------------|
| | 10 tons and under | Over 10 and up to 15 tons | Over 15 and up to 20 tons. | Over 20 tons | Total capacity in tons | 10 tons and under | Over 10 and up to 15 tons | Over 15 and up to 20 tons | Over 20 tons | Total capa- city in tons. | 10 tons and under. | Over 10 and up to 15 tons. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 8' 3 1/2" GAUGE | | | | | | | | | | | | |
| Assam-Bengal | 625 | 3,925 | 100 | . | 51,460 | 17 | . | 44 | .. | 1,050 | | .. |
| Bengal & North- Western | 4,071 | 5,497 | 956 | . | 120,691 | .. | .. | . | .. | . | 441 | 550 |
| Bombay, Baroda & Central India | 69 | 5,184 | 419 | 95 | 75,816 | 219 | 128 | 463 | 14 | 12,366 | . | 389 |
| Burma . | | 6,384 | | 193 | 88,553 | . | .. | . | . | .. | .. | 935 |
| Eastern Bengal . | 1,031 | 2,040 | 647 | 808 | 70,607 | .. | 10 | .. | 12 | 451 | 220 | 192 |
| Jodhpur . | . | 1,513 | 494 | 101 | 24,228 | .. | .. | .. | . | .. | .. | 97 |
| Madras & South- ern Mahratta | 320 | 3,289 | 2,111 | 42 | 81,694 | .. | 789 | 172 | 31 | 15,646 | 18 | .. |
| Nizam's State . | .. | 979 | | | 12,550 | | *75 | .. | .. | 771 | .. | 253 |
| Rohilkund and Kumaon. | 309 | 1,278 | 874 | . | 34,158 | .. | .. | 30 | . | 540 | 2 | 217 |
| South Indian . | 724 | 1,237 | 1,635 | 45 | 54,025 | 206 | 346 | 176 | 346 | 16,514 | .. | . |
| TOTAL | 7,149 | 31,326 | 7,236 | 1,284 | 613,782 | 442 | 1,348 | 885 | 403 | 47,338 | 681 | 2,633 |

* Includes 20 high sided wagons coupled to goods brake vans, and 2 are being utilised as temporary water tanks.

(a) 20 of these are being used as coaching vehicles.

(b) The decrease of 435 as compared with figures for the previous year is due to 431 wagons being condemned and replaced, and 4 F W replaced wagons being condemned and broken up

Class I Railways on the 31st March 1936—Broad and Metre gauges contd.
Stock.

| WAGONS (LOW-SIDED). (IN UNITS.) | | | SPECIAL WAGONS. (IN UNITS.) | | | | | | | Total goods vehicles for public use In units (Cols 2 to 23 excluding Cols. 6, 11 and 16) 24 | Brake vans used indiscriminately on passenger, mixed or goods service. (In units.) 25 | Railway service vehicles (including inspection trolleys). (In units.) 26 | Travel- ling Cranes and their dum- my trucks. (In units) 27 | Road Motors 28 | Railway. 29 |
|-------------------------------------|---------------------|----------------------------------|--------------------------------|------------------------------|--------------------------|---------------------|---------------------------|--------------------------|--------------------------|---|--|--|---|----------------------|----------------|
| Over 24 and up to 36 tons. | Over 36 tons. | Total capacity in tons. | Live Stock Wagons. | Wagons for explosives. | Timber or rail wagons | | Petrol tank Wagons. | Other tank Wagons. | Miscellaneous Wagons. | | | | | | |
| 14 | 15 | 16 | 17 | 18 | 24 tons and under. | Over 24 tons. | 21 | 22 | 23 | | | | | | |
| 5' 6" GAUGE. | | | | | | | | | | | | | | | |
| .. | .. | 1,310 | 32 | 10 | 262 | 569 | 30 | 172 | 1,116 | 22,492 | 455 | 175 | 79 | 2 | B. N. |
| 36 | 221 | 10,006 | 1,052 | 13 | .. | .. | 30 | 138 | 1 | 9,254 | 200 | 518 | 15 | 11 | B. B. & C. I. |
| 166 | .. | 14,396 | .. | 4 | 28 | 87 | 56 | 86 | 103 | 8,110 | 91 | 116 | 27 | 9 | E. B. |
| .. | .. | 4,471 | 109 | 37 | 25 | 406 | 5 | 429 | 365 | 49,137 | 1,001 | 1,193 | 117 | 27 | E. I. |
| .. | .. | 13,441 | 1,564 | 32 | 198 | 70 | 84 | 177 | 29 | 18,385 | 571 | 617 | 92 | 21 | G. I. P. |
| .. | .. | 8,563 | 5 | 31 | 99 | 9 | 56 | 95 | 7 | 6,117 | 194 | 146 | 29 | 2 | M. & S. M. |
| .. | .. | 4,461 | .. | .. | 10 | .. | .. | .. | .. | 2,105 | 43 | 144 | 5 | 11 | N. S. |
| 6 | 146 | 45,206 | 4 | 49 | 78 | 437 | 100 | 412 | †206 | 28,526 | 352 | 401 | 114 | 20 | N. W. |
| .. | .. | .. | .. | 13 | 103 | 12 | 14 | 8 | 4 | 2,276 | 65 | 174 | 6 | .. | S. I. |
| 208 | 367 | 101,854 | 2,766 | 189 | 803 | 1,590 | 395 | 1,520 | 1,831 | 146,402 | 2,972 | 3,487 | 484 | 103 | Total |

| WAGONS (LOW-SIDED) (IN UNITS.) | | | SPECIAL WAGONS. (IN UNITS.) | | | | | | | Total goods vehicles for public use In units (Cols 2 to 23 excluding Cols. 6, 11 and 16) 24 | Brake vans used indiscriminately on passenger, mixed or goods service (in units) 25 | Railway service vehicles (including inspection trolleys). (in units). 26 | Travel- ling Cranes and their dum- my trucks (in units) 27 | Road Motors 28 | Railway. 29 |
|------------------------------------|--------------------|----------------------------------|--------------------------------|------------------------------|--------------------------|--------------------|---------------------------|--------------------------|--------------------------|--|--|--|--|----------------------|----------------|
| Over 15 and up to 20 tons | Over 20 tons | Total capacity in tons. | Live Stock Wagons. | Wagons for explosives. | Timber or rail wagons | | Petrol tank Wagons. | Other tank Wagons. | Miscellaneous Wagons. | | | | | | |
| 14 | 15 | 16 | 17 | 18 | 15 tons and under | Over 15 tons | 21 | 22 | 23 | | | | | | |
| 5' 3 1/2" GAUGE. | | | | | | | | | | | | | | | |
| .. | .. | .. | 14 | 1 | .. | 204 | 116 | 79 | 52 | 5,177 | 2 | 597 | 19 | 2 | A. B. |
| 28 | .. | 10,953 | .. | .. | 279 | 100 | 20 | †156 | 1 | 12,099 | 130 | 28 | 47 | 1 | B. & N. W. |
| 313 | .. | 10,561 | 958 | 25 | 11 | 175 | 6 | 30 | 24 | 8,522 | 148 | 639 | 44 | .. | B. B. & C. I. |
| .. | 104 | 16,233 | 725 | 6 | 192 | 532 | 7 | 58 | .. | 9,140 | 221 | 269 | 114 | .. | Bur na. |
| 24 | 108 | 7,809 | .. | 8 | 87 | 169 | 11 | 55 | 10 | 5,432 | 73 | 98 | 28 | .. | F. B. |
| 70 | 223 | 6,749 | 35 | 3 | .. | .. | 5 | 17 | .. | 2,558 | 47 | 91 | 2 | .. | Jodhpur. |
| 136 | 45 | 3,847 | 110 | 14 | 148 | 11 | 26 | 63 | 184 | 7,509 | 266 | 108 | 39 | .. | M. & S. M. |
| .. | 2 | 3,071 | .. | .. | 20 | .. | 1 | 3 | .. | 1,333 | 37 | 137 | 6 | 2 | N. S. |
| .. | .. | 2,504 | .. | 2 | 65 | 40 | .. | .. | 7 | 2,824 | 62 | 73 | 21 | 1 | R. & K. |
| 5 | .. | 95 | .. | 9 | 10 | 125 | 26 | 90 | 13 | 5,002 | 202 | 1,595 | 19 | 1 | S. I. |
| 576 | 486 | 61,822 | 1,842 | 63 | 812 | 1,356 | 218 | 561 | 291 | 59,596 | 1,188 | 3,635 | 342 | 7 | Total. |

† Includes 200 sugar cane trucks.

‡ Includes 150 Molasses trucks purchased during the year.

**10.— Statement of Equipment showing the actual stock running on Class I Railways on the
31st March 1936—concl'd**

COACHING STOCK—(Narrow gauge)

| Railway. | PASSENGER VEHICLES. (For public use.) | | | | | Other coaching vehicles (including brake vans for public use). In units. | Total. In units. | Railway service vehicles (including officers' carriages). In units. | Steam coach trailers for public use. In units. |
|--|--|-------------------|-------|--------|--------|---|------------------------|---|---|
| | No. (in units). | SEATS BY CLASSES. | | | | | | | |
| | | 1st. | 2nd. | Inter. | 3rd. | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 2' 6" GAUGE. | | | | | | | | | |
| Bengal Nagpur | 374 | 528 | 547 | 898 | 10,098 | 27 | 401 | 29 | 3 |
| Bombay, Baroda and Central India | 68 | (b) | 176 | (b) | 2,835 | .. | 68 | .. | .. |
| Eastern Bengal | 48 | 66 | 24 | 85 | 1,006 | .. | 48 | .. | .. |
| Great Indian Peninsula | (a) 49 | (b) | 66 | | 1,936 | 2 | 51 | 1 | .. |
| North Western | 298 | 467 | 631 | 849 | 9,369 | 62 | 360 | 13 | .. |
| South Indian | 34 | 40 | . | . | 783 | .. | 34 | 1 | .. |
| TOTAL | 871 | 1,101 | 1,444 | 1,832 | 26,027 | 91 | 962 | 44 | 3 |

GOODS STOCK—(Narrow gauge).

| Railway. | GOODS WAGONS (INCLUDING SPECIAL WAGONS AND BRAKE-VANS). | | Railway service wagons (In units) | REMARKS. |
|--|---|------------------------|-----------------------------------|----------|
| | Number. (In units). | Total capacity in tons | | |
| 1 | 2 | 3 | 4 | 5 |
| 2' 6" GAUGE | | | | |
| Bengal Nagpur | *1,988 | **30,705 | 12 | |
| Bombay, Baroda and Central India | 327 | ¶4,030 | 1 | |
| Eastern Bengal | †27 | ††116 | .. | |
| Great Indian Peninsula | ‡206 | ‡‡3,220 | 29 | |
| North Western | §828 | §§ 1,529 | 85 | |
| South Indian | 78 | 765 | | |
| TOTAL | 3,454 | 50,365 | 127 | |

* Includes 304 special wagons.

† Includes 6 special wagons.

‡ Includes 5 special wagons.

§ Includes 129 special wagons.

¶ Includes 20 special wagons.

|| Includes 75 carrying capacity of 20 special wagons.

** Includes 3,404 tons carrying capacity of 304 special wagons

†† Includes 29 tons carrying capacity of 304 special wagons.

‡‡ Includes 30 tons carrying capacity of 5 special wagons.

§§ Includes 1,048 tons carrying capacity of 129 special wagons.

(a) Includes one Bogie third class Diesel Electric Rail Car.

(b) Included in next column.

**11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN,
EQUIPMENT OF CLASS I RAILWAYS DURING THE YEAR
1935-36.**

11.—Statement of net additions to, or reductions in,

| Railway. | LOCOMOTIVES. | | | RAIL MOTORS. | | STEAM COACHES. | | ELECTRIC MOTOR COACHES. | | COACHING VEHICLES USED EXCLUSIVELY | |
|----------------------------------|--------------|-----------|----------------------------|--------------|--------|-----------------|--------|-------------------------|--------|------------------------------------|------|
| | Steam. | Electric. | Tractive effort (in lbs.). | No. | Seats. | No. (in units). | Seats. | No. (in units). | Seats. | Pass | |
| | No. | No. | | | | | | | | No. (in units). | 1st. |
| | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 5' 6" GAUGE. | | | | | | | | | | | |
| Bengal Nagpur | —17 | .. | —199,407 | .. | .. | .. | .. | .. | .. | —20 | —75 |
| Bombay, Baroda and Central India | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 | 138 |
| Eastern Bengal | —1 | .. | 34,283 | .. | .. | —1 | .. | .. | .. | —80 | —227 |
| East Indian | —10 | .. | 111,226 | .. | .. | .. | .. | .. | .. | —20 | —320 |
| Great Indian Peninsula . . . | —68 | .. | —1,950,820 | .. | .. | .. | .. | .. | .. | —13 | —296 |
| Madras and Southern Mahratta | —3 | .. | —84,222 | .. | .. | .. | .. | .. | .. | 2 | .. |
| Nizam's State | —1 | .. | 300 | .. | .. | .. | .. | .. | .. | —3 | —24 |
| North Western | 6 | .. | 677,466 | .. | .. | .. | .. | .. | .. | —18 | —52 |
| South Indian | 1 | .. | 44,460 | .. | .. | .. | .. | .. | .. | 4 | 24 |
| Total | —93 | .. | —1,366,714 | .. | .. | —1 | .. | .. | .. | —137 | —832 |
| 3' 3½" GAUGE. | | | | | | | | | | | |
| Assam-Bengal | —1 | .. | 5,755 | .. | .. | .. | .. | .. | .. | —12 | —6 |
| Pengal and North Western . . | 6 | .. | 136,364 | .. | .. | .. | .. | .. | .. | 10 | 30 |
| Bombay, Baroda and Central India | —5 | .. | 249 | .. | .. | .. | .. | .. | .. | —25 | —12 |
| Burma | .. | .. | 124,479 | .. | .. | .. | .. | .. | .. | —76 | .. |
| Eastern Bengal | —2 | .. | —10,218 | .. | .. | .. | .. | .. | .. | —28 | —18 |
| Jodhpur | .. | .. | 2,075 | .. | .. | .. | .. | .. | .. | 13 | 12 |
| Madras and Southern Mahratta . | —4 | .. | 5,033 | .. | .. | .. | .. | .. | .. | —3 | 4 |
| Nizam's State | .. | .. | —39,408 | .. | .. | .. | .. | .. | .. | —6 | —42 |
| Rohilkund and Kumaon . . . | .. | .. | .. | .. | .. | .. | .. | .. | .. | —5 | .. |
| South Indian | —1 | .. | 5,649 | .. | .. | .. | .. | .. | .. | 13 | 66 |
| Total | —7 | .. | 229,978 | .. | .. | .. | .. | .. | .. | —119 | 34 |
| 2' 6" & 2' 0" GAUGES | | | | | | | | | | | |
| Bengal-Nagpur | .. | .. | .. | .. | .. | .. | .. | .. | .. | —5 | .. |
| Bombay, Baroda and Central India | .. | .. | .. | .. | .. | .. | .. | .. | .. | —1 | .. |
| Eastern Bengal | .. | .. | 420 | .. | .. | .. | .. | .. | .. | —5 | .. |
| Great Indian Peninsula . . . | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| North Western | 3 | .. | 52,996 | .. | .. | .. | .. | .. | .. | —3 | —3 |
| South Indian | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | 3 | .. | 53,416 | .. | .. | .. | .. | .. | .. | —14 | —3 |

equipment of Class I Railways during the year 1935-36—(By gauges).

| ENGINES (EXCLUDING VEHICLES ON RAILWAY SERVICE). | | | GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE) | | | | | | Railway Service vehicles, including Officers' carriages, inspection trolleys, Travelling cranes and Dummy Trucks. | | Road Motors | Railway. |
|--|--------|---------|---|-----------------|---------------------|-----------------|---------------------|--|---|------------------|-------------|-----------------------------------|
| Engines carriages, | | | Other coaching vehicles including brake vans (in units). | Covered wagons. | | Open wagons | | Special wagons including brake vans (in units) | | | | |
| 2nd. | Inter. | 3rd | | No. (in units). | Capacity (in tons). | No. (in units). | Capacity (in tons). | | Passenger (in units). | Goods (in units) | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 5' 6" GAUGE. | | | | | | | | | | | | |
| —26 | —65 | —1,433 | —9 | 355 | 7,711 | —129 | —2,423 | —31 | 23 | 19 | .. | Bengal Nagpur. |
| 298 | —516 | 1,288 | 1 | —142 | —1,900 | —61 | —1,291 | 153 | . | 7 | 2 | Bombay, Baroda and Central India. |
| —222 | —1,342 | —4,582 | 12 | 371 | 8,671 | —15 | —252 | 5 | . | . | . | Eastern Bengal. |
| —156 | —317 | —1,474 | —9 | —771 | —11,622 | 375 | 11,019 | 59 | 11 | —23 | .. | East Indian. |
| 184 | —3 | —541 | —42 | 342 | 8,116 | —112 | —1,884 | —112 | —30 | —23 | —1 | Great Indian Peninsula. |
| 6 | —24 | 288 | —2 | 100 | 2,279 | 128 | 5,683 | 5 | —11 | —59 | . | Madras and Southern Mahratta. |
| —108 | .. | —271 | .. | —8 | —166 | —39 | —696 | —2 | 1 | —1 | . | Nizam's State. |
| —164 | —414 | —6,951 | —18 | —97 | —3,133 | —43 | —1,069 | —31 | 9 | —16 | .. | North Western. |
| 80 | .. | . | . | . | . | . | . | 16 | . | 14 | . | South Indian. |
| —108 | —2,681 | —13,676 | —67 | 150 | 9,956 | 104 | 9,087 | 62 | 3 | —82 | 1 | Total. |
| 3' 3½" GAUGE. | | | | | | | | | | | | |
| —6 | 18 | —278 | 12 | —18 | —142 | —20 | —200 | 10 | . | 1 | .. | Assam-Pengal. |
| 36 | —36 | 580 | .. | —14 | —163 | 107 | 2,370 | 149 | . | . | .. | Bengal and North-Western. |
| —12 | .. | —499 | 9 | —8 | 72 | —13 | —265 | 71 | .. | 3 | . | Bombay, Baroda and Central India. |
| . | . | —3,695 | —8 | —58 | —668 | —100 | —1,725 | —149 | . | —130 | .. | Burma. |
| —24 | —90 | —733 | —13 | 354 | 8,209 | 59 | 1,138 | 12 | . | —8 | . | Eastern Bengal. |
| 28 | 110 | 417 | .. | 99 | 1,792 | .. | 5 | —12 | —6 | 2 | .. | Jodhpur. |
| 72 | 708 | —1,012 | .. | —180 | —458 | —42 | 543 | —36 | —12 | —11 | .. | Madras and Southern Mahratta. |
| —29 | .. | 3 | .. | —1 | —15 | 1 | 16 | .. | .. | —1 | .. | Nizam's State. |
| .. | . | —344 | 5 | 181 | 2,202 | —5 | —40 | —1 | .. | 15 | . | Rohilkund and Kumaon. |
| 262 | .. | 540 | 7 | —97 | —761 | —19 | —133 | 10 | —3 | —7 | .. | South Indian. |
| 327 | 710 | —5,021 | 12 | 258 | 10,068 | 58 | 1,709 | 54 | —21 | —136 | . | Total |
| 2' 6" & 2' 0" GAUGES. | | | | | | | | | | | | |
| .. | .. | —224 | .. | —1 | 53 | —13 | —129 | .. | .. | .. | .. | Bengal Nagpur. |
| .. | .. | —710 | . | 9 | 129 | .. | .. | .. | .. | . | . | Bombay, Baroda and Central India. |
| .. | .. | —116 | .. | .. | .. | .. | .. | .. | .. | .. | .. | Eastern Bengal. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | . | —1 | .. | Great Indian Peninsula. |
| —5 | 17 | —94 | .. | 10 | 261 | —10 | —95 | —8 | —1 | —3 | .. | North Western. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | South Indian. |
| —5 | 17 | —1,144 | .. | 18 | 443 | —23 | —224 | —8 | —1 | —4 | .. | Total. |

12.—Statement of Passenger Revenue Statistics of

| Railway. 1 | Year. 2 | Passengers originating on home line whether local or foreign (in hundreds). | | | | | Other traffic. (a) 8 | Passengers carried | |
|--|------------|---|-----------|-------------|-----------|-------------|----------------------------|--------------------|------------|
| | | 1st. 3 | 2nd. 4 | Inter. 5 | 3rd. 6 | Total. 7 | | 1st. 9 | 2nd. 10 |
| 5' 6" GAUGE. | | | | | | | | | |
| Bengal-Nagpur | 1934-35 | 20,8 | 103,3 | 1,539,0 | 14,524,5 | 16,187,6 | 552,8 | 23,8 | 114,0 |
| | 1935-36 | 21,2 | 106,1 | 1,529,9 | 14,838,6 | 16,495,8 | 521,7 | 24,5 | 117,4 |
| Bombay, Baroda and Central India | 1934-35 | 41,0 | 1,670,6 | 64,0 | 54,035,3 | 55,810,9 | 2,287,6 | 49,3 | 1,752,3 |
| | 1935-36 | 29,9 | 1,612,1 | 63,1 | 55,174,7 | 56,879,8 | 2,518,7 | 49,3 | 1,670,2 |
| Eastern-Bengal | 1934-35 | 42,8 | 180,7 | 1,328,0 | 24,938,0 | 26,489,5 | 1,058,4 | 47,6 | 196,1 |
| | 1935-36 | 40,3 | 204,1 | 1,404,8 | 26,358,2 | 28,007,4 | 1,005,7 | 45,1 | 220,0 |
| East Indian | 1934-35 | 55,3 | 374,2 | 3,631,1 | 52,587,9 | 56,651,5 | 2,527,6 | 64,8 | 408,6 |
| | 1935-36 | 55,7 | 367,1 | 3,644,1 | 52,990,9 | 57,057,8 | 2,566,3 | 65,4 | 402,9 |
| Great Indian Peninsula | 1934-35 | 59,2 | 829,4 | 88,2 | 47,073,6 | 48,050,4 | 2,000,8 | 72,0 | 876,0 |
| | 1935-36 | 55,9 | 770,7 | 90,3 | 48,440,5 | 49,357,4 | 2,066,9 | 68,7 | 817,1 |
| Madras and Southern Mahratta | 1934-35 | 8,5 | 69,1 | 157,9 | 14,003,7 | 14,239,2 | 3,906,0 | 16,9 | 111,0 |
| | 1935-36 | 11,0 | 114,0 | 281,9 | 16,715,4 | 17,122,3 | 937,4 | 17,2 | 144,5 |
| Nizam's State | 1934-35 | 3,7 | 30,6 | 2,1 | 3,111,6 | 3,148,0 | 343,4 | 5,7 | 44,1 |
| | 1935-36 | 3,8 | 28,4 | 2,4 | 3,021,4 | 3,056,0 | 333,6 | 6,0 | 39,8 |
| North Western | 1934-35 | 44,6 | 303,5 | 1,954,9 | 61,741,0 | 64,044,0 | 1,065,1 | 51,2 | 326,0 |
| | 1935-36 | 42,4 | 295,6 | 1,889,6 | 61,205,3 | 63,432,9 | 1,082,8 | 49,0 | 319,0 |
| South Indian | 1934-35 | 4,9 | 80,9 | Nil | 13,118,7 | 13,204,5 | 932,6 | 8,3 | 100,2 |
| | 1935-36 | 5,7 | 92,7 | Nil | 12,553,2 | 12,651,6 | 703,2 | 8,6 | 110,5 |
| TOTAL 5' 6" GAUGE | 1934-35 | 280,8 | 3,642,3 | 8,768,2 | 285,131,3 | 297,825,6 | 14,674,3 | 339,6 | 3,928,3 |
| | 1935-36 | 265,9 | 3,590,8 | 8,906,1 | 291,293,2 | 304,061,0 | 11,736,3 | 333,8 | 3,841,4 |
| 3' 3½" GAUGE | | | | | | | | | |
| Assam Bengal | 1934-35 | 10,0 | 39,2 | 283,2 | 9,651,1 | 9,986,5 | 256,3 | 11,8 | 42,4 |
| | 1935-36 | 9,4 | 38,7 | 291,3 | 10,413,8 | 10,753,2 | 273,6 | 11,1 | 42,0 |
| Bengal and North Western | 1934-35 | 12,5 | 84,4 | 352,5 | 27,529,9 | 27,979,3 | 901,0 | 13,5 | 88,7 |
| | 1935-36 | 13,9 | 87,2 | 383,1 | 29,667,3 | 30,151,5 | 1,040,9 | 14,9 | 91,8 |
| Bombay, Baroda and Central India | 1934-35 | 11,2 | 82,3 | 10,5 | 20,413,7 | 20,547,7 | 2,473,4 | 17,2 | 122,5 |
| | 1935-36 | 8,6 | 82,5 | 8,8 | 20,426,9 | 20,526,8 | 2,525,7 | 14,6 | 124,3 |
| Burma | 1934-35 | 24,6 | 254,9 | Nil | 20,456,6 | 20,736,1 | Nil | 24,6 | 254,9 |
| | 1935-36 | 23,1 | 265,1 | Nil | 20,271,0 | 20,559,2 | Nil | 23,1 | 265,1 |

Class I Railways for the years 1934-35 and 1935-36.

| (in hundreds). (a) | | | | Passenger miles (in thousands). * | | | | | Railway. 20 |
|--------------------|------------|-------------|-------------------------|-----------------------------------|------------|--------------|------------|--------------|-----------------------------------|
| Inter. 11 | 3rd. 12 | Total 13 | On the System. 14 | 1st. 15 | 2nd. 16 | Inter. 17 | 3rd. 18 | Total. 19 | |
| | | | | | | | | | 5' 6" GAUGE. |
| 1,562.5 | 15,040.1 | 16,740.4 | 19,124.9 | 5,412 | 16,524 | 63,473 | 717,642 | 803,051 | Bengal Nagpur. |
| 1,553.9 | 15,321.7 | 17,017.5 | 19,589.3 | 6,020 | 17,937 | 60,083 | 730,433 | 814,473 | |
| 69.7 | 56,227.2 | 58,098.5 | 82,033.2 | 8,386 | 38,437 | 11,421 | 1,093,318 | 1,151,562 | Bombay, Baroda and Central India. |
| 68.0 | 57,611.0 | 59,398.5 | 84,164.8 | 8,961 | 40,884 | 13,929 | 1,110,079 | 1,173,853 | |
| 1,378.0 | 25,926.2 | 27,547.9 | 36,578.5 | 3,776 | 10,953 | 36,795 | 612,669 | 664,193 | Eastern Bengal. |
| 1,451.4 | 27,296.6 | 29,013.1 | 39,368.2 | 3,817 | 11,766 | 35,375 | 615,288 | 666,246 | |
| 3,709.3 | 54,996.4 | 59,179.1 | 59,179.1 | 15,188 | 53,073 | 180,621 | 3,058,953 | 3,307,835 | East Indian. |
| 3,719.5 | 55,436.3 | 59,624.1 | 59,624.1 | 14,865 | 52,524 | 183,284 | 3,084,508 | 3,335,181 | |
| 127.3 | 48,975.9 | 50,051.2 | 50,667.4 | 16,510 | 48,750 | 21,277 | 1,617,932 | 1,704,469 | Great Indian Peninsula. |
| 129.9 | 50,408.6 | 51,424.3 | 52,058.5 | 16,910 | 50,128 | 22,450 | 1,733,129 | 1,822,617 | |
| 209.1 | 17,808.2 | 18,145.2 | 30,429.5 | 3,906 | 13,047 | 17,715 | 659,005 | 693,673 | Madras and Southern Maharashtra |
| 202.8 | 17,605.2 | 18,059.7 | 30,533.2 | 4,070 | 17,128 | 18,470 | 643,869 | 683,537 | |
| 3.8 | 3,437.8 | 3,491.4 | 7,997.3 | 828 | 4,305 | 573 | 154,995 | 160,701 | Nizam's State |
| 4.2 | 3,339.6 | 3,389.6 | 7,852.2 | 893 | 4,457 | 616 | 162,052 | 168,018 | |
| 1,985.3 | 62,746.6 | 65,109.1 | 65,886.0 | 12,171 | 45,072 | 103,141 | 2,778,592 | 2,938,976 | North Western. |
| 1,919.8 | 62,227.9 | 64,515.7 | 65,333.0 | 12,045 | 45,534 | 101,153 | 2,777,059 | 2,935,791 | |
| Nil | 14,023.6 | 14,137.1 | 57,720.9 | 1,017 | 6,714 | Nil | 310,718 | 318,479 | South Indian. |
| Nil | 13,235.7 | 13,354.8 | 52,317.3 | 1,307 | 8,711 | Nil | 323,976 | 333,994 | |
| 9,045.0 | 299,187.0 | 312,499.9 | | 67,194 | 236,875 | 438,016 | 11,003,851 | 11,745,939 | TOTAL 5' 6" GAUGE. |
| 9,139.5 | 302,482.6 | 315,797.3 | | 68,888 | 249,069 | 435,360 | 11,180,393 | 11,933,710 | |
| | | | | | | | | | 3' 3½" GAUGE. |
| 296.2 | 9,892.4 | 10,242.8 | 10,242.8 | 958 | 2,119 | 13,197 | 218,569 | 265,173 | Assam Bengal |
| 305.2 | 10,668.5 | 11,026.8 | 11,026.8 | 958 | 2,552 | 13,780 | 281,306 | 298,596 | |
| 366.0 | 28,115.1 | 28,883.3 | 28,883.3 | 1,401 | 6,781 | 21,311 | 1,019,512 | 1,049,038 | Bengal and North Western. |
| 400.0 | 30,685.7 | 31,192.4 | 31,192.4 | 1,506 | 7,190 | 23,838 | 1,096,215 | 1,128,749 | |
| 17.0 | 22,864.4 | 23,021.1 | * | 2,086 | 11,505 | 1,060 | 973,493 | 988,111 | Bombay, Baroda and Central India. |
| 14.3 | 22,899.3 | 23,052.5 | * | 2,093 | 12,354 | 821 | 976,946 | 992,214 | |
| Nil | 20,456.6 | 20,736.1 | 20,736.1 | 2,819 | 10,581 | Nil | 457,660 | 471,060 | Burma. |
| Nil | 20,271.0 | 20,559.2 | 20,559.2 | 2,715 | 10,924 | Nil | 468,352 | 481,991 | |

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys, but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

* Included under 5' 6" gauge.

12.—Statement of Passenger Revenue Statistics of

| Railway. 1 | Year. 2 | Passengers originating on home line whether local or foreign (in hundreds). | | | | | Other traffic. (a) 8 | Passen | |
|--------------------------------------|------------|---|-----------|-------------|-----------|-------------|----------------------------|-----------|------------|
| | | 1st. 3 | 2nd. 4 | Inter. 5 | 3rd. 6 | Total. 7 | | 1st. 9 | 2nd. 10 |
| 3' 3½" GAUGE—concd | | | | | | | | | |
| Eastern Bengal . . . | 1934-35 | 7,1 | 34,7 | 340,0 | 8,011,6 | 8,393,4 | 1,168,7 | 12,1 | 47,8 |
| | 1935-36 | 7,8 | 38,5 | 297,1 | 9,367,3 | 9,710,7 | 1,214,3 | 13,1 | 52,5 |
| Jodhpur . . . | 1934-35 | 2,2 | 21,1 | 117,0 | 3,303,4 | 3,443,7 | 346,8 | 3,4 | 28,3 |
| | 1935-36 | 2,3 | 24,7 | 151,8 | 3,900,2 | 4,079,0 | 368,7 | 3,7 | 32,9 |
| Madras and Southern Mah- ratta. | 1934-35 | 5,3 | 75,3 | 42,8 | 12,222,6 | 12,346,0 | 703,9 | 7,1 | 86,4 |
| | 1935-36 | 5,1 | 79,5 | 50,6 | 12,453,0 | 12,588,2 | 704,0 | 7,0 | 92,6 |
| Nizam's State . . . | 1934-35 | 2,8 | 37,6 | Nil | 4,485,5 | 4,525,9 | 200,4 | 3,3 | 40,7 |
| | 1935-36 | 2,5 | 30,1 | Nil | 4,413,3 | 4,445,9 | 160,8 | 2,9 | 32,7 |
| Rohilkund and Kumaon | 1934-35 | 3,2 | 18,5 | 55,6 | 6,358,4 | 6,435,7 | 187,7 | 4,3 | 23,5 |
| | 1935-36 | 3,0 | 18,3 | 58,0 | 6,340,3 | 6,419,6 | 208,1 | 3,9 | 23,6 |
| South Indian . . . | 1934-35 | 18,6 | 340,0 | 4,8 | 43,471,9 | 43,835,3 | 1,077,2 | 26,3 | 363,0 |
| | 1935-36 | 17,3 | 310,5 | 4,8 | 38,673,3 | 39,005,9 | 825,7 | 25,8 | 322,8 |
| TOTAL 3' 3½" GAUGE | 1934-35 | 97,5 | 988,0 | 1,206,1 | 155,937,7 | 158,229,6 | 7,318,4 | 123,6 | 1,098,2 |
| | 1935-36 | 93,0 | 975,1 | 1,245,5 | 155,926,4 | 158,240,0 | 7,321,8 | 120,1 | 1,080,3 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | |
| Bengal Nagpur . . . | 1934-35 | 8 | 7,6 | 59,6 | 2,459,8 | 2,527,8 | 146,0 | 1,3 | 10,9 |
| | 1935-36 | 8 | 7,7 | 55,0 | 2,632,8 | 2,696,3 | 138,6 | 1,4 | 11,2 |
| Bombay, Baroda and Central India. | 1934-35 | Nil | 3,5 | Nil | 1,900,4 | 1,903,9 | 108,0 | Nil | 4,3 |
| | 1935-36 | Nil | 3,3 | Nil | 1,903,8 | 1,907,1 | 124,3 | Nil | 4,1 |
| Eastern Bengal . . . | 1934-35 | .. | 2,1 | 4,2 | 586,2 | 592,5 | 96,3 | 1 | 2,6 |
| | 1935-36 | .. | 2,2 | 2,1 | 568,4 | 572,7 | 66,3 | .. | 2,7 |
| Great Indian Peninsula | 1934-35 | * | 1,1 | * | 692,0 | 693,1 | 82,6 | * | 1,4 |
| | 1935-36 | * | 1,2 | * | 716,9 | 718,1 | 85,2 | * | 1,6 |
| North Western . . . | 1934-35 | 2,3 | 9,0 | 24,6 | 916,4 | 952,3 | 162,1 | 3,8 | 13,5 |
| | 1935-36 | 2,4 | 9,7 | 22,5 | 952,0 | 986,6 | 161,3 | 3,8 | 14,5 |
| South Indian . . . | 1934-35 | 1 | Nil | Nil | 286,0 | 286,1 | 20,3 | 2 | Nil |
| | 1935-36 | 1 | Nil | Nil | 242,5 | 242,6 | 35,8 | 1,0 | Nil |
| TOTAL 2' 6" AND 2' 0" GAUGES | 1934-35 | 3,2 | 23,3 | 88,4 | 6,840,8 | 6,955,7 | 615,3 | 5,4 | 32,7 |
| | 1935-36 | 3,3 | 24,1 | 79,6 | 7,016,4 | 7,123,4 | 611,5 | 6,2 | 34,1 |
| TOTAL CLASS J RAILWAYS | 1934-35 | 381,5 | 4,653,6 | 10,063,0 | 447,912,8 | 463,010,9 | 22,608,0 | 468,6 | 5,059,2 |
| | 1935-36 | 362,2 | 4,590,0 | 10,231,2 | 454,241,0 | 469,424,4 | 19,669,6 | 460,1 | 4,955,8 |

*Included in the next column.

Class I Railways for the years 1934-35 and 1935-36—contd.

| Passengers carried (in hundreds) (a) | | | | Passenger miles (in thousands). | | | | | Railway. |
|--------------------------------------|------------|--------------|-------------------------|---------------------------------|------------|--------------|------------|--------------|--|
| Inter. 11 | 3rd. 12 | Total. 13 | On the System. 14 | 1st. 15 | 2nd. 16 | Inter. 17 | 3rd. 18 | Total. 19 | |
| | | | | | | | | | 20 |
| | | | | | | | | | 3' 3½" GAUGE—conold. |
| 382,0 | 9,120,2 | 9,562,1 | † | 1,138 | 2,979 | 10,942 | 332,844 | 347,903 | } Eastern Bengal. |
| 338,3 | 10,521,1 | 10,925,0 | † | 1,238 | 3,104 | 10,187 | 367,363 | 381,892 | |
| 121,7 | 3,637,1 | 3,790,5 | 3,790,5 | 355 | 2,825 | 4,928 | 170,639 | 178,747 | } Jodhpur. |
| 157,0 | 4,251,1 | 4,447,7 | 4,447,7 | 428 | 3,218 | 5,735 | 187,903 | 197,284 | |
| 49,4 | 12,907,0 | 13,049,9 | † | 1,193 | 6,368 | 4,623 | 427,168 | 439,352 | } Madras and Southern Mahratta. |
| 56,7 | 13,135,9 | 13,292,2 | † | 1,411 | 11,623 | 5,252 | 483,314 | 501,600 | |
| Nil | 4,682,3 | 4,726,3 | † | 411 | 2,905 | Nil | 159,929 | 163,245 | } Nizam's State. |
| Nil | 4,571,1 | 4,609,7 | † | 363 | 2,760 | Nil | 163,607 | 166,730 | |
| 59,4 | 6,536,2 | 6,623,4 | 6,623,4 | 423 | 2,034 | 2,660 | 167,952 | 173,069 | } Rohilkund and Kumaon. |
| 62,0 | 6,538,2 | 6,627,7 | 6,627,7 | 400 | 2,004 | 2,607 | 168,901 | 173,912 | |
| 4,8 | 44,518,4 | 44,912,5 | † | 2,236 | 15,467 | 804 | 979,344 | 998,351 | } South Indian. |
| 4,9 | 39,478,1 | 39,831,6 | † | 2,325 | 17,207 | 774 | 903,778 | 924,084 | |
| 1,296,5 | 163,029,7 | 165,548,0 | | 13,020 | 63,894 | 59,528 | 4,937,640 | 5,074,082 | } TOTAL 3' 3½" GAUGE. |
| 1,338,4 | 163,023,0 | 165,561,8 | | 13,437 | 72,936 | 62,994 | 5,097,685 | 5,247,052 | |
| | | | | | | | | | 2' 6" AND 2' 0" GAUGES. |
| 69,5 | 2,592,1 | 2,673,8 | † | 67 | 618 | 2,356 | 78,233 | 81,274 | } Bengal-Nagpur. |
| 65,0 | 2,757,3 | 2,834,9 | † | 70 | 607 | 2,206 | 80,784 | 83,667 | |
| Nil | 2,007,6 | 2,011,9 | † | Nil | 98 | Nil | 27,576 | 27,674 | } Bombay, Baroda and Central India. |
| Nil | 2,027,3 | 2,031,4 | † | Nil | 98 | Nil | 27,809 | 27,907 | |
| 5,1 | 681,0 | 688,8 | † | .. | 34 | 45 | 5,999 | 6,078 | } Eastern Bengal. |
| 2,8 | 633,5 | 639,0 | † | .. | 36 | 26 | 5,696 | 5,758 | |
| * | 774,3 | 775,7 | † | * | 36 | * | 12,339 | 12,375 | } Great Indian Peninsula. |
| * | 801,7 | 803,3 | † | * | 43 | * | 12,143 | 12,186 | |
| 28,9 | 1,068,2 | 1,114,4 | † | 228 | 758 | 853 | 33,046 | 34,885 | } North Western. |
| 27,3 | 1,102,3 | 1,147,9 | † | 216 | 831 | 909 | 33,660 | 35,616 | |
| Nil | 306,2 | 306,4 | † | 6 | Nil | Nil | 4,822 | 4,828 | } South Indian. |
| Nil | 277,4 | 278,4 | † | 163 | Nil | Nil | 7,235 | 7,398 | |
| 103,5 | 7,429,4 | 7,571,0 | | 301 | 1,544 | 3,254 | 162,015 | 167,114 | } TOTAL 2' 6" AND 2' 0" GAUGES. |
| 95,1 | 7,599,5 | 7,734,9 | | 449 | 1,615 | 3,141 | 167,327 | 172,532 | |
| 10,445,0 | 469,646,1 | 485, 18,9 | 479,802,9 | 80,515 | 302,313 | 500,798 | 16,103,509 | 16,987,135 | } TOTAL CLASS I RAILWAYS. |
| 0,573,0 | 473,105,1 | 489,094,0 | 484,694,4 | 82,774 | 323,620 | 501,495 | 16,445,405 | 17,353,294 | |

(a) See note (a) on page 93.

† Included under 5' 6" Gauge.

12.—Statement of Passenger Revenue Statistics of

| Railway. | Year. | AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED. | | | | |
|--|---------|--|------------|--------------|------------|--------------|
| | | 1st. 23 | 2nd. 24 | Inter. 25 | 3rd. 26 | Total. 27 |
| 21 | 22 | | | | | |
| 5' 6" GAUGE. | | | | | | |
| Bengal Nagpur | 1934-35 | 227·9 | 145·0 | 40·6 | 47·7 | 47·1 |
| | 1935-36 | 245·8 | 152·7 | 38·7 | 47·7 | 47·9 |
| Bombay, Baroda and Central India | 1934-35 | 170·1 | 21·9 | 207·0 | 19·4 | 19·9 |
| | 1935-36 | 181·6 | 24·5 | 204·9 | 19·3 | 19·8 |
| Eastern Bengal | 1934-35 | 79·4 | 55·9 | 26·7 | 23·6 | 24·1 |
| | 1935-36 | 84·7 | 53·5 | 24·4 | 22·5 | 23·0 |
| East Indian | 1934-35 | 234·0 | 130·0 | 49·0 | 56·0 | 56·0 |
| | 1935-36 | 227·0 | 130·0 | 49·0 | 56·0 | 56·0 |
| Great Indian Peninsula | 1934-35 | 229·2 | 55·6 | 167·2 | 33·0 | 34·1 |
| | 1935-36 | 246·0 | 61·3 | 172·9 | 34·4 | 35·4 |
| Madras and Southern Mahratta | 1934-35 | 231·1 | 117·5 | 84·7 | 37·0 | 38·2 |
| | 1935-36 | 236·6 | 118·5 | 63·1 | 36·6 | 37·8 |
| Nizam's State | 1934-35 | 144·5 | 97·6 | 150·9 | 45·1 | 46·0 |
| | 1935-36 | 148·5 | 112·1 | 147·3 | 48·5 | 49·6 |
| North Western | 1934-35 | 237·5 | 138·3 | 52·0 | 44·3 | 45·1 |
| | 1935-36 | 245·8 | 142·7 | 52·7 | 44·6 | 45·5 |
| South Indian | 1934-35 | 123·1 | 67·0 | Nil | 22·2 | 22·5 |
| | 1935-36 | 148·2 | 70·1 | Nil | 22·8 | 23·3 |
| TOTAL 5' 6" GAUGE | 1934-35 | 197·6 | 60·3 | 48·4 | 36·8 | 37·6 |
| | 1935-36 | 206·4 | 64·8 | 47·6 | 37·0 | 37·8 |
| 3' 3½" GAUGE. | | | | | | |
| Assam Bengal | 1934-35 | 81·6 | 57·8 | 44·6 | 25·1 | 25·9 |
| | 1935-36 | 85·9 | 60·8 | 45·2 | 26·3 | 27·1 |
| Bengal and North Western | 1934-35 | 103·8 | 76·4 | 58·2 | 35·9 | 36·3 |
| | 1935-36 | 101·4 | 78·8 | 59·6 | 35·7 | 36·2 |
| Bombay, Baroda and Central India | 1934-35 | 121·4 | 93·9 | 62·1 | 42·6 | 42·9 |
| | 1935-36 | 143·1 | 99·4 | 57·6 | 42·7 | 43·0 |
| Burma | 1934-35 | 114·7 | 41·5 | Nil | 22·4 | 22·7 |
| | 1935-36 | 117·6 | 41·2 | Nil | 23·1 | 23·4 |

* Columns 23 to 27.—For the purpose of these figures passengers travelling over to or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class I Railways for the years 1934-35 and 1935-36—contd.

| EARNINGS FROM PASSENGERS CARRIED INCLUD- ING REFUNDS (IN THOUSANDS). | | | | | AVERAGE RATE (IN PIES) CHARGED PER PASSEN- GER PER MILE. | | | | | Railway. 38 |
|---|------------|--------------|------------|--------------|---|------------|--------------|------------|--------------|--------------------------------------|
| 1st. 28 | 2nd. 29 | Inter. 30 | 3rd. 31 | Total. 32 | 1st. 33 | 2nd. 34 | Inter. 35 | 3rd. 36 | Total. 37 | |
| Ra. | Ra. | Ra. | Ra. | Ra. | | | | | | 5' 6" GAUGE. |
| 5,20 | 7,54 | 12,49 | 1,21,41 | 1,46,64 | 18.4 | 8.76 | 3.78 | 3.25 | 3.51 | Bengal-Nagpur. |
| 5,68 | 8,08 | 12,38 | 1,22,64 | 1,48,78 | 18.1 | 8.65 | 3.96 | 3.22 | 3.51 | |
| 7,34 | 15,83 | 4,12 | 1,76,69 | 2,03,98 | 16.8 | 7.91 | 5.49 | 3.10 | 3.39 | Bombay, Baroda and Central India. |
| 7,61 | 16,81 | 4,01 | 1,78,65 | 2,07,08 | 16.3 | 7.89 | 5.53 | 3.08 | 3.38 | |
| 3,29 | 5,75 | 7,76 | 1,01,41 | 1,18,21 | 16.7 | 10.1 | 4.05 | 3.17 | 3.41 | Eastern-Bengal. * |
| 3,32 | 6,10 | 7,19 | 1,00,87 | 1,17,48 | 16.7 | 9.95 | 3.90 | 3.14 | 3.38 | |
| 12,79 | 20,58 | 34,18 | 4,34,92 | 5,02,47 | 16.2 | 7.45 | 3.63 | 2.73 | 2.91 | East Indian. |
| 12,11 | 20,17 | 34,36 | 4,36,47 | 5,03,11 | 15.6 | 7.37 | 3.60 | 2.71 | 2.89 | |
| 16,28 | 23,26 | 7,17 | 2,73,80 | 3,20,51 | 18.9 | 9.16 | 6.47 | 3.25 | 3.61 | Great Indian Peninsula. |
| 16,71 | 24,02 | 7,46 | 2,85,26 | 3,33,45 | 19.0 | 9.20 | 6.38 | 3.16 | 3.51 | |
| 4,51 | 6,93 | 5,38 | 1,19,56 | 1,36,38 | 22.2 | 10.2 | 5.83 | 3.48 | 3.77 | Madras and Southern Mahratta. |
| 4,42 | 7,25 | 5,41 | 1,15,58 | 1,32,66 | 20.9 | 8.13 | 5.62 | 3.45 | 3.73 | |
| 84 | 2,18 | 18 | 27,46 | 30,66 | 19.5 | 9.73 | 6.14 | 3.40 | 3.66 | Nizam's State. |
| 91 | 2,23 | 19 | 28,50 | 31,83 | 19.7 | 9.58 | 6.08 | 3.38 | 3.64 | |
| 10,41 | 19,34 | 24,49 | 4,06,76 | 4,61,00 | 16.4 | 8.24 | 4.56 | 2.81 | 3.01 | North Western. |
| 10,31 | 19,59 | 23,99 | 4,08,59 | 4,62,51 | 16.5 | 8.26 | 4.55 | 2.82 | 3.02 | |
| 1,11 | 3,65 | Nil | 54,95 | 59,71 | 18.4 | 9.51 | Nil | 3.27 | 3.45 | South Indian. |
| 1,36 | 4,09 | Nil | 53,88 | 59,33 | 18.4 | 9.18 | Nil | 3.28 | 3.49 | |
| 61,77 | 1,05,06 | 95,77 | 17,16,96 | 19,79,56 | 17.7 | 8.52 | 4.20 | 3.00 | 3.24 | TOTAL 5' 6" GAUGE |
| 62,46 | 1,08,34 | 94,99 | 17,30,44 | 19,96,23 | 17.4 | 8.35 | 4.19 | 2.97 | 3.21 | |
| 1,29 | 1,57 | 3,32 | 48,31 | 54,49 | 25.8 | 12.3 | 4.80 | 3.72 | 3.94 | 3' 3½" GAUGE. Assam Bengal. |
| 1,28 | 1,61 | 3,44 | 51,27 | 57,60 | 25.6 | 12.1 | 4.77 | 3.49 | 3.69 | |
| 90 | 2,40 | 3,91 | 1,22,24 | 1,29,45 | 11.5 | 6.54 | 3.40 | 2.24 | 2.31 | Bengal and North Western. |
| 1,01 | 2,54 | 4,32 | 1,31,64 | 1,39,51 | 12.1 | 6.52 | 3.35 | 2.24 | 2.31 | |
| 2,08 | 5,92 | 25 | 1,67,66 | 1,75,91 | 19.2 | 9.88 | 4.55 | 3.31 | 3.42 | Bombay, Baroda and Central India. |
| 2,06 | 6,31 | 19 | 1,69,44 | 1,78,00 | 18.9 | 9.81 | 4.48 | 3.33 | 3.44 | |
| 2,83 | 4,60 | Nil | 80,99 | 88,42 | 19.3 | 8.34 | Nil | 3.39 | 3.60 | Burma. |
| 2,75 | 4,73 | Nil | 84,08 | 91,56 | 19.4 | 8.30 | Nil | 3.44 | 3.64 | |

12.—Statement of Passenger Revenue Statistics of Class I Railways

| Railway. 21 | Year. 22 | * AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED. | | | | |
|--|-------------|---|------------|--------------|------------|--------------|
| | | 1st. 23 | 2nd. 24 | Inter. 25 | 3rd. 26 | Total. 27 |
| | | | | | | |
| 3' 3½" GAUGE—concd. | | | | | | |
| Eastern Bengal | 1934-35 | 94.5 | 62.3 | 28.6 | 36.6 | 36.4 |
| | 1935-36 | 94.2 | 59.1 | 30.1 | 34.9 | 35.0 |
| Jodhpur | 1934-35 | 104.2 | 99.8 | 40.6 | 46.9 | 47.2 |
| | 1935-36 | 115.2 | 97.8 | 36.5 | 44.2 | 44.4 |
| Madras and Southern Mahratta | 1934-35 | 168.0 | 73.7 | 93.6 | 33.1 | 33.7 |
| | 1935-36 | 201.6 | 125.5 | 92.6 | 36.8 | 37.7 |
| Nizam's State | 1934-35 | 125.6 | 71.3 | Nil | 34.2 | 34.5 |
| | 1935-36 | 122.8 | 84.4 | Nil | 35.8 | 36.2 |
| Rohilkund and Kumaon | 1934-35 | 99.4 | 86.6 | 44.8 | 25.7 | 26.1 |
| | 1935-36 | 101.8 | 85.0 | 42.1 | 25.8 | 26.2 |
| South Indian | 1934-35 | 85.1 | 42.6 | 165.9 | 22.0 | 22.2 |
| | 1935-36 | 85.9 | 45.2 | 159.3 | 21.4 | 21.7 |
| TOTAL 3' 3½" GAUGE | 1934-35 | 105.0 | 58.2 | 45.9 | 30.3 | 30.7 |
| | 1935-36 | 111.9 | 67.5 | 47.1 | 31.3 | 31.7 |
| 2' 6" AND 2' 0" GAUGES | | | | | | |
| Bengal-Nagpur | 1934-35 | 62.4 | 56.4 | 33.9 | 30.2 | 30.4 |
| | 1935-36 | 51.0 | 54.0 | 33.9 | 29.3 | 29.5 |
| Bombay, Baroda and Central India | 1934-35 | Nil | 23.1 | Nil | 13.7 | 13.8 |
| | 1935-36 | Nil | 23.6 | Nil | 13.7 | 13.7 |
| Eastern Bengal | 1934-35 | 7.21 | 13.0 | 8.71 | 8.81 | 8.82 |
| | 1935-36 | 6.30 | 13.0 | 9.11 | 8.90 | 9.01 |
| Great Indian Peninsula | 1934-35 | † | 25.8 | † | 15.9 | 16.0 |
| | 1935-36 | † | 27.2 | † | 15.1 | 15.2 |
| North-Western | 1934-35 | 59.6 | 56.2 | 29.5 | 30.9 | 31.3 |
| | 1935-36 | 57.4 | 57.1 | 33.3 | 30.5 | 31.0 |
| South Indian | 1934-35 | 24.0 | Nil | Nil | 15.8 | 15.8 |
| | 1935-36 | 28.3 | Nil | Nil | 15.0 | 15.0 |
| TOTAL 2' 6" AND 2' 0" GAUGES | 1934-35 | 60.3 | 46.8 | 31.3 | 21.8 | 22.1 |
| | 1935-36 | 72.4 | 47.4 | 33.0 | 22.0 | 22.3 |
| TOTAL CLASS I RAILWAYS | 1934-35 | 171.7 | 59.8 | 47.9 | 34.3 | 35.0 |
| | 1935-36 | 179.9 | 65.3 | 47.4 | 34.8 | 35.5 |

* Columns 23 to 27.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Included in the next column.

for the years 1934-35 and 1935-36—concl'd.

| EARNINGS FROM PASSENGERS CARRIED INCLUDING REFUNDS (IN THOUSANDS). | | | | | AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE. | | | | | Railway. 38 |
|--|-----------|--------------|------------|--------------|--|------------|--------------|------------|--------------|-------------------------------------|
| 1st. 28 | 2nd 29 | Inter. 30 | 3rd. 31 | Total. 32 | 1st. 33 | 2nd. 34 | Inter. 35 | 3rd. 36 | Total. 37 | |
| Rs. | Rs. | Rs. | Rs. | Rs. | | | | | | |
| 3' 3½" GAUGE—concl'd. | | | | | | | | | | |
| 99 | 1,56 | 2,31 | 55,06 | 59,92 | 16·6 | 9·95 | 4·01 | 3·16 | 3·28 | } Eastern Bengal. |
| 1,08 | 1,61 | 2,06 | 60,23 | 64,98 | 16·6 | 9·89 | 3·84 | 3·12 | 3·24 | |
| 42 | 1,63 | 1,28 | 33,55 | 36,88 | 22·7 | 11·1 | 4·98 | 3·78 | 3·96 | } Jodhpur. |
| 50 | 1,86 | 1,49 | 36,89 | 40,74 | 22·6 | 11·1 | 4·98 | 3·77 | 3·96 | |
| 1,22 | 3,42 | 1,43 | 78,57 | 84,64 | 19·6 | 10·3 | 5·94 | 3·53 | 3·70 | } Madras and Southern Mahratta. |
| 1,22 | 3,54 | 1,60 | 77,41 | 83,77 | 16·6 | 5·85 | 5·85 | 3·08 | 3·21 | |
| 36 | 1,18 | Nil | 24,83 | 26,37 | 16·6 | 7·76 | Nil | 2·98 | 3·10 | } Nizam's State. |
| 31 | 1,11 | Nil | 25,35 | 26,77 | 16·2 | 7·73 | Nil | 2·98 | 3·08 | |
| 45 | 1,02 | 59 | 21,90 | 23,96 | 20·4 | 9·66 | 4·27 | 2·50 | 2·66 | } Rohilkund and Kumaon. |
| 43 | 1,00 | 60 | 21,80 | 23,83 | 20·8 | 9·62 | 4·42 | 2·48 | 2·63 | |
| 2,67 | 7,27 | 32 | 1,73,23 | 1,83,49 | 18·2 | 8·71 | 7·63 | 3·33 | 3·45 | } South Indian. |
| 3,05 | 6,97 | 31 | 1,49,00 | 1,59,33 | 19·9 | 8·94 | 7·64 | 3·30 | 3·44 | |
| 13,21 | 30,57 | 13,41 | 8,06,34 | 8,63,53 | 19·5 | 9·19 | 4·33 | 3·14 | 3·27 | } TOTAL 3' 3½" GAUGE. |
| 13,69 | 31,28 | 14,01 | 8,07,11 | 8,66,09 | 19·6 | 8·23 | 4·27 | 3·04 | 3·17 | |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | | |
| 7 | 29 | 49 | 11,93 | 12,78 | 18·4 | 8·99 | 4·01 | 2·93 | 3·02 | } Bengal-Nagpur. |
| 7 | 28 | 48 | 11,83 | 12,66 | 18·2 | 8·98 | 4·17 | 2·81 | 2·90 | |
| Nil | 9 | Nil | 4,55 | 4,64 | Nil | 16·3 | Nil | 3·17 | 3·22 | } Bombay, Baroda and Central India. |
| Nil | 8 | Nil | 4,62 | 4,70 | Nil | 15·5 | Nil | 3·10 | 3·23 | |
| .. | 3 | 7 | 1,14 | 1,18 | 16·9 | 13·8 | 4·04 | 3·66 | 3·72 | } Eastern Bengal. |
| .. | 3 | . | 1,05 | 1,08 | 15·2 | 14·1 | 3·55 | 3·55 | 3·61 | |
| † | 2 | † | 3,04 | 3,06 | † | 13·1 | † | 4·72 | 4·75 | } Great Indian Peninsula. |
| † | 3 | † | 2,69 | 2,92 | † | 13·3 | † | 4·53 | 4·61 | |
| 52 | 62 | 44 | 8,78 | 10,36 | 43·6 | 15·8 | 9·94 | 5·10 | 5·70 | } North-Western. |
| 50 | 73 | 50 | 8,76 | 10,49 | 44·1 | 17·0 | 10·5 | 5·00 | 5·65 | |
| 1 | Nil | Nil | 85 | 86 | 17·0 | Nil | Nil | 3·42 | 3·43 | } South Indian. |
| 2 | Nil | Nil | 77 | 79 | 19·6 | Nil | Nil | 3·41 | 3·43 | |
| 60 | 1,05 | 94 | 30,29 | 32,88 | 38·3 | 13·1 | 5·55 | 3·59 | 3·78 | } TOTAL 2' 6" AND 2' 0" GAUGES. |
| 59 | 1,15 | 98 | 29,92 | 32,64 | 25·2 | 13·7 | 5·99 | 3·43 | 3·63 | |
| 75,58 | 1,36,68 | 1,10,12 | 25,53,59 | 28,75,97 | 18·0 | 8·68 | 4·22 | 3·04 | 3·25 | } TOTAL CLASS I RAILWAYS. |
| 76,74 | 1,40,77 | 1,09,98 | 25,67,47 | 28,94,96 | 17·8 | 8·35 | 4·21 | 3·00 | 3·20 | |

13.—Statement of Goods Revenue Statistics of Class I Railways

| Railway. | Year. | Tons originating on home line (whether local or foreign). | | | | | Total. (Columns 3+4+5+ 6+7.) | (a). Other traffic. | (a). Total. (Columns 8+9.) |
|--|---------|---|--|------------------------------|------------------------|---|---------------------------------------|---------------------------|-------------------------------------|
| | | Coal for the public. | Coal for foreign Railways and home line construc- tion. | Coal for home line. | Grain and oilseeds. | Other com- modities (including other revenue stores). | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 5' 6" GAUGE. | | | | | | | | | |
| Bengal-Nagpur . . . | 1934-35 | 4,973 | 1,188 | 791 | 667 | 6,205 | 13,824 | 1,297 | 15,121 |
| | 1935-36 | 5,046 | 1,211 | 875 | 804 | 6,926 | 14,862 | 1,570 | 16,432 |
| Bombay, Baroda and Cen- tral India. | 1934-35 | 1 | Nil | 13 | 274 | 2,606 | 2,894 | 2,136 | 5,030 |
| | 1935-36 | 1 | Nil | 12 | 260 | 2,556 | 2,829 | 2,116 | 4,945 |
| Eastern Bengal . . . | 1934-35 | 5 | .. | 3 | 353 | 2,469 | 2,830 | 2,524 | 5,354 |
| | 1935-36 | 9 | 1 | 3 | 219 | 1,920 | 2,152 | 2,513 | 4,665 |
| East Indian . . . | 1934-35 | 8,067 | 2,186 | 1,607 | 1,168 | 7,172 | 20,200 | 3,575 | 23,775 |
| | 1935-36 | 8,035 | 2,065 | 1,497 | 944 | 7,891 | 20,432 | 3,702 | 24,134 |
| Great Indian Peninsula . . | 1934-35 | 707 | 69 | 552 | 1,002 | 4,476 | 6,806 | 3,272 | 10,078 |
| | 1935-36 | 778 | 69 | 551 | 1,043 | 4,560 | 7,001 | 3,249 | 10,250 |
| Madras and Southern Maharatta. | 1934-35 | 63 | .. | 2 | 499 | 1,350 | 1,914 | 1,723 | 3,637 |
| | 1935-36 | 61 | Nil | 1 | 483 | 1,236 | 1,781 | 1,862 | 3,643 |
| Nizam's State . . . | 1934-35 | 311 | 269 | 143 | 181 | 385 | 1,289 | 513 | 1,802 |
| | 1935-36 | 310 | 247 | 186 | 270 | 309 | 1,331 | 486 | 1,817 |
| North-Western (Commer- cial). | 1934-35 | 20 | 1 | 20 | 1,971 | 6,126 | 8,138 | 4,114 | 12,252 |
| | 1935-36 | 12 | 1 | 20 | 1,916 | 6,908 | 8,857 | 4,227 | 13,084 |
| North-Western (Military) . | 1934-35 | 56 | Nil | 5 | 172 | 877 | 1,110 | 921 | 2,031 |
| | 1935-36 | 52 | Nil | 1 | 197 | 1,202 | 1,452 | 966 | 2,418 |
| North-Western (Total) . . | 1934-35 | 76 | 1 | 25 | 2,143 | 7,003 | 9,248 | 3,370 | 12,618 |
| | 1935-36 | 64 | 1 | 21 | 2,113 | 8,110 | 10,309 | 3,406 | 13,715 |
| South Indian . . . | 1934-35 | 12 | Nil | 1 | 194 | 1,059 | 1,266 | 607 | 1,873 |
| | 1935-36 | 19 | Nil | 2 | 246 | 1,315 | 1,582 | 523 | 2,105 |
| TOTAL 5' 6" GAUGE . . . | 1934-35 | 14,215 | 3,713 | 3,137 | 6,481 | 32,725 | 60,271 | (a) 19,017 | (a) 79,288 |
| | 1935-36 | 14,332 | 3,594 | 3,148 | 6,382 | 34,823 | 62,279 | (a) 19,427 | (a) 81,706 |
| 3' 3½" GAUGE. | | | | | | | | | |
| Assam-Bengal . . . | 1934-35 | 29 | 1 | 12 | 355 | 1,122 | 1,519 | 364 | 1,883 |
| | 1935-36 | 28 | 2 | 10 | 105 | 1,113 | 1,258 | 335 | 1,593 |
| Bengal and North Western | 1934-35 | 7 | Nil | 52 | 567 | 3,076 | 3,702 | 1,512 | 5,214 |
| | 1935-36 | 7 | Nil | 44 | 634 | 3,151 | 3,836 | 1,384 | 5,220 |
| Bombay, Baroda and Cen- tral India. | 1934-35 | 1 | Nil | 6 | 336 | 1,170 | 1,513 | 2,116 | 3,629 |
| | 1935-36 | 1 | Nil | 8 | 317 | 1,184 | 1,510 | 2,183 | 3,693 |
| Burma . . . | 1934-35 | 45 | Nil | 203 | 1,455 | 2,472 | 4,175 | Nil | 4,175 |
| | 1935-36 | 50 | Nil | 208 | 1,223 | 2,502 | 3,983 | Nil | 3,983 |

(a) Columns 9 to 16 — In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1934-35 and 1935-36 (In thousands).

| Tons carried (a). | | | | | | | Tons termi- nating. | Tons of cross traffic. | Railway. |
|-------------------------------|--|------------------------------|------------------------|---|--|--------------------------|---------------------------|---------------------------------|--|
| Coal for the public. | Coal for foreign railways and home line construc- tion. | Coal for home line. | Grain and oilseeds. | Other com- modities (including other revenue stores). | Total. (Columns 11+12+ 13+14+ 15.) | (a) On the system. | | | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 5' 6" GAUGE. | | | | | | | | | |
| 6,474 | 1,263 | 791 | 760 | 6,833 | 15,121 | 15,495 | 11,110 | 270 | } Bengal-Nagpur. |
| 6,561 | 1,353 | 878 | 897 | 7,743 | 16,432 | 16,789 | 12,101 | 330 | |
| 744 | 21 | 225 | 580 | 3,460 | 5,030 | 7,575 | 3,942 | 298 | } Bombay, Baroda and Central India. |
| 772 | 19 | 238 | 552 | 3,364 | 4,945 | 7,497 | 3,730 | 262 | |
| 1,141 | 142 | 283 | 430 | 3,358 | 5,354 | 6,287 | 4,223 | 571 | } Eastern Bengal. |
| 1,164 | 112 | 272 | 318 | 2,799 | 4,665 | 5,779 | 3,667 | 549 | |
| 8,829 | 2,553 | 1,607 | 1,787 | 8,999 | 23,775 | 23,775 | 16,244 | 1,203 | } East Indian. |
| 8,939 | 2,407 | 1,497 | 1,598 | 9,693 | 24,134 | 24,134 | 16,733 | 1,183 | |
| 1,486 | 353 | 839 | 1,586 | 5,814 | 10,078 | 10,115 | 7,278 | 737 | } Great Indian Peninsula. |
| 1,562 | 325 | 808 | 1,625 | 5,930 | 10,250 | 10,274 | 7,388 | 717 | |
| 188 | 191 | 356 | 883 | 2,019 | 3,637 | 5,582 | 2,718 | 303 | } Madras and Southern Mah- ratta. |
| 190 | 330 | 352 | 820 | 1,942 | 3,643 | 5,538 | 2,590 | 464 | |
| 336 | 268 | 143 | 412 | 643 | 1,802 | 2,238 | 728 | 313 | } Nizam's State. |
| 350 | 247 | 186 | 381 | 653 | 1,817 | 2,288 | 776 | 296 | |
| 1,081 | 1 | 1,067 | 2,415 | 7,688 | 12,252 | † | 10,414 | † | } North-Western (Commer- cial). |
| 1,079 | 1 | 1,027 | 2,386 | 8,591 | 13,084 | † | 11,117 | † | |
| 183 | Nil | 128 | 306 | 1,414 | 2,031 | † | 1,088 | † | } North-Western (Military). |
| 181 | .. | 116 | 331 | 1,790 | 2,418 | † | 1,445 | † | |
| 1,114 | 1 | 1,065 | 2,406 | 8,032 | 12,618 | 12,730 | 11,502 | 155 | } North-Western (Total). |
| 1,105 | 1 | 1,028 | 2,383 | 9,198 | 13,715 | 13,823 | 12,562 | 163 | |
| 17 | Nil | 101 | 428 | 1,327 | 1,873 | 4,892 | 1,409 | 143 | } South Indian. |
| 23 | Nil | 136 | 422 | 1,524 | 2,105 | 5,209 | 1,640 | 85 | |
| (a) 19,329 | (a) 4,792 | (a) 5,410 | (a) 9,272 | (a) 40,485 | (a) 79,288 | | 59,154 | 3,993 | } TOTAL 5' 6" GAUGE. |
| (a) 19,666 | (a) 4,803 | (a) 5,395 | (a) 8,996 | (a) 42,846 | (a) 81,706 | | 61,187 | 4,049 | |
| 3' 3½" GAUGE. | | | | | | | | | |
| 114 | 8 | 108 | 386 | 1,267 | 1,883 | 1,883 | 1,582 | 8 | } Assam-Bengal. |
| 103 | 11 | 91 | 134 | 1,254 | 1,593 | 1,593 | 1,261 | 11 | |
| 413 | 1 | 277 | 890 | 3,633 | 5,214 | 5,214 | 4,532 | 50 | } Bengal and North-Western. |
| 342 | .. | 266 | 852 | 3,760 | 5,220 | 5,220 | 4,493 | 65 | |
| 258 | 74 | 217 | 713 | 2,367 | 3,629 | * | 2,151 | 748 | } Bombay, Baroda and Cen- tral India. |
| 282 | 83 | 215 | 677 | 2,436 | 3,693 | * | 2,086 | 797 | |
| 45 | Nil | 203 | 1,455 | 2,472 | 4,175 | 4,175 | 4,175 | Nil | } Burma. |
| 50 | Nil | 208 | 1,223 | 2,502 | 3,983 | 3,983 | 3,983 | Nil | |

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

* Shown under 5' 6" gauge.

† Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

| Railway. | Year. | Tons originating on home line (whether local or foreign). | | | | | Total. (Columns 3+4+5+ 6+7.) | (a). Other traffic. | (a) Total. (Columns 8+9.) |
|--|---------|---|--|------------------------------|------------------------|---|---------------------------------------|---------------------------|------------------------------------|
| | | Coal for the public. | Coal for foreign Railways and home line construc- tion. | Coal for home line. | Grain and oilseeds. | Other com- modities (including other revenue stores). | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 3' 3½" GAUGE—concd. | | | | | | | | | |
| Eastern Bengal . . . | 1934-35 | 1 | Nil | 5 | 167 | 892 | 1,065 | 1,227 | 2,292 |
| | 1935-36 | Nil | Nil | 7 | 280 | 881 | 1,168 | 1,124 | 2,292 |
| Jodhpur . . . | 1934-35 | .. | Nil | 3 | 90 | 613 | 706 | 360 | 1,066 |
| | 1935-36 | Nil | Nil | 4 | 154 | 812 | 970 | 388 | 1,358 |
| Madras and Southern Mah- ratta. | 1934-35 | 23 | 14 | 154 | 455 | 1,082 | 1,728 | 834 | 2,562 |
| | 1935-36 | 7 | 13 | 119 | 448 | 1,097 | 1,684 | 731 | 2,415 |
| Nizam's State . . . | 1934-35 | .. | Nil | .. | 194 | 216 | 410 | 282 | 692 |
| | 1935-36 | Nil | Nil | Nil | 171 | 261 | 432 | 249 | 681 |
| Rohilkund and Kumaon . . | 1934-35 | Nil | Nil | 41 | 79 | 1,137 | 1,257 | 174 | 1,431 |
| | 1935-36 | Nil | Nil | 45 | 84 | 1,180 | 1,315 | 187 | 1,502 |
| South Indian . . . | 1934-35 | 81 | Nil | 121 | 772 | 2,200 | 3,174 | 378 | 3,552 |
| | 1935-36 | 79 | Nil | 15 | 710 | 2,243 | 3,047 | 469 | 3,516 |
| TOTAL 3' 3½" GAUGE . . | 1934-35 | 187 | 15 | 597 | 4,470 | 13,890 | 19,249 | (a) 7,247 | (a) 26,496 |
| | 1935-36 | 172 | 15 | 460 | 4,126 | 14,430 | 19,203 | * (a) 7,050 | (a) 26,253 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | |
| Bengal-Nagpur . . . | 1934-35 | 43 | 1 | 50 | 97 | 343 | 534 | 145 | 679 |
| | 1935-36 | 33 | 1 | 45 | 93 | 471 | 613 | 142 | 785 |
| Bombay, Baroda and Cen- tral India. | 1934-35 | Nil | Nil | 1 | 21 | 159 | 181 | 60 | 241 |
| | 1935-36 | Nil | Nil | Nil | 21 | 187 | 208 | 56 | 264 |
| Eastern Bengal . . . | 1934-35 | .. | Nil | Nil | .. | 3 | 3 | 1 | 4 |
| | 1935-36 | Nil | Nil | Nil | Nil | 2 | 2 | 1 | 3 |
| Great Indian Peninsula . . | 1934-35 | Nil | Nil | Nil | 15 | 80 | 95 | 67 | 162 |
| | 1935-36 | Nil | Nil | Nil | 13 | 64 | 77 | 73 | 150 |
| North-Western (Commer- cial) | 1934-35 | 59 | Nil | 18 | 72 | 106 | 255 | 122 | 377 |
| | 1935-36 | 70 | . | 14 | 74 | 96 | 254 | 129 | 383 |
| North-Western (Military) | 1934-35 | .. | .. | 3 | 1 | 25 | 29 | 37 | 66 |
| | 1935-36 | Nil | .. | 2 | 1 | 41 | 44 | 40 | 84 |
| North-Western (Total) | 1934-35 | 59 | .. | 21 | 73 | 131 | 284 | 139 | 423 |
| | 1935-36 | 70 | .. | 16 | 75 | 137 | 298 | 148 | 446 |
| South Indian . . . | 1934-35 | Nil | Nil | .. | 12 | 20 | 32 | 22 | 54 |
| | 1935-36 | Nil | Nil | Nil | 8 | 19 | 27 | 17 | 44 |
| TOTAL 2' 6" & 2' 0" GAUGES | 1934-35 | 102 | 1 | 72 | 218 | 736 | 1,129 | (a) 434 | (a) 1,563 |
| | 1935-36 | 103 | 1 | 61 | 210 | 880 | 1,255 | (a) 437 | (a) 1,692 |
| TOTAL CLASS I RAILWAYS | 1934-35 | 14,504 | 3,729 | 3,806 | 11,169 | 47,441 | 80,649 | (a) 26,698 | (a) 107,347 |
| | 1935-36 | 14,607 | 3,610 | 3,669 | 10,718 | 50,133 | 82,737 | (a) 26,914 | (a) 109,651 |

(a) Columns 9 to 16 — In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1934-35 and 1935-36 (In thousands)—contd.

| Tons carried. (a) | | | | | | | Tons terminating. | Tons of cross traffic. | Railway. |
|----------------------|---|---------------------|---------------------|---|---------------------------------|--------------------|-------------------|------------------------|--------------------------------------|
| Coal for the public. | Coal for foreign railways and home line construction. | Coal for home line. | Grain and oilseeds. | Other commodities (including other revenue stores). | Total (Columns 11+12+13+14+15). | (a) On the system. | | | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | | | | | | | | | 3' 3½" GAUGE—concl'd. |
| 250 | 120 | 113 | 378 | 1,431 | 2,292 | * | 971 | 619 | } Eastern Bengal. |
| 264 | 90 | 115 | 384 | 1,439 | 2,292 | * | 1,019 | 532 | |
| 19 | Nil | 50 | 269 | 728 | 1,066 | 1,066 | 651 | 148 | } Jodhpur. |
| 23 | 5 | 60 | 258 | 1,012 | 1,358 | 1,358 | 923 | 151 | |
| 52 | 56 | 159 | 793 | 1,502 | 2,562 | * | 1,894 | 108 | } Madras and Southern Mah-ratta. |
| 35 | 25 | 123 | 718 | 1,514 | 2,415 | * | 1,865 | 81 | |
| 25 | 34 | 36 | 273 | 324 | 692 | * | 367 | 106 | } Nizam's State. |
| 29 | 1 | 33 | 244 | 374 | 681 | * | 410 | 70 | |
| 29 | Nil | 41 | 95 | 1,266 | 1,431 | 1,431 | 1,113 | 2 | } Rohilkund and Kumaon. |
| 26 | Nil | 45 | 97 | 1,334 | 1,502 | 1,502 | 1,180 | 2 | |
| 82 | .. | 176 | 849 | 2,445 | 3,552 | * | 3,190 | 13 | } South Indian. |
| 79 | .. | 163 | 804 | 2,470 | 3,516 | * | 3,260 | 13 | |
| (a) 1,287 | (a) 293 | (a) 1,380 | (a) 6,101 | (a) 17,435 | (a) 26,496 | | 20,626 | 1,802 | } TOTAL 3' 3½" GAUGE. |
| (a) 1,233 | (a) 215 | (a) 1,310 | (a) 5,391 | (a) 18,095 | (a) 26,253 | | 20,480 | 1,722 | |
| | | | | | | | | | 2' 6" AND 2' 0" GAUGES. |
| 72 | 1 | 53 | 123 | 430 | 679 | * | 514 | 6 | } Bengal-Nagpur. |
| 59 | 2 | 47 | 119 | 558 | 785 | * | 490 | 7 | |
| 7 | Nil | 3 | 37 | 194 | 241 | * | 87 | 4 | } Bombay, Baroda and Cen-tral India. |
| 6 | Nil | 1 | 34 | 223 | 264 | * | 91 | 3 | |
| .. | Nil | Nil | .. | 4 | 4 | * | 2 | Nil | } Eastern Bengal. |
| Nil | Nil | Nil | Nil | 3 | 3 | * | 1 | Nil | |
| 16 | Nil | Nil | 29 | 117 | 162 | * | 104 | Nil | } Great Indian Peninsula. |
| 13 | Nil | Nil | 34 | 103 | 150 | * | 96 | Nil | |
| 72 | Nil | 18 | 87 | 200 | 377 | * | 199 | † | } North-Western (Commer-cial). |
| 83 | .. | 14 | 95 | 191 | 383 | * | 205 | † | |
| 4 | Nil | 5 | 8 | 49 | 66 | * | 52 | † | } North-Western (Military). |
| 4 | .. | 4 | 8 | 68 | 84 | * | 53 | † | |
| 73 | Nil | 21 | 93 | 236 | 423 | * | 251 | † | } North-Western (Total). |
| 85 | .. | 16 | 102 | 243 | 446 | * | 258 | † | |
| Nil | Nil | .. | 22 | 32 | 54 | * | 25 | Nil | } South Indian. |
| Nil | Nil | Nil | 14 | 30 | 44 | * | 20 | Nil | |
| (a) 168 | (a) 1 | (a) 77 | (a) 304 | (a) 1,013 | (a) 1,563 | | 983 | 10 | } TOTAL 2' 6" & 2' 0" GAUGES. |
| (a) 163 | (a) 2 | (a) 64 | (a) 303 | (a) 1,160 | (a) 1,692 | | 956 | 10 | |
| (a) 20,784 | (a) 5,086 | (a) 6,867 | (a) 15,677 | (a) 58,933 | (a) 107,347 | 102,458 | 80,763 | 5,805 | } TOTAL CLASS I RAILWAYS. |
| (a) 21,062 | (a) 5,020 | (a) 6,778 | (a) 14,690 | (a) 62,101 | (a) 109,651 | 104,987 | 82,623 | 5,781 | |

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey
 * Shown under 5' 6" gauge. † Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

| Railway. | Year. | Net ton miles. | | | | | |
|--|---------|----------------------|---|---------------------|---------------------|---|---------------------------------|
| | | Coal for the public. | Coal for foreign Railways and home line construction. | Coal for home line. | Grain and oilseeds. | Other Commodities (including other revenue stores). | Total (Columns 23+24+25+26+27). |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 5' 6" GAUGE. | | | | | | | |
| Bengal-Nagpur | 1934-35 | 762,414 | 327,103 | 154,829 | 144,915 | 1,217,942 | 2,607,203 |
| | 1935-36 | 710,651 | 376,209 | 165,892 | 174,278 | 1,519,971 | 2,947,001 |
| Bombay, Baroda and Central India. | 1934-35 | 231,492 | 5,383 | 65,483 | 125,150 | 574,211 | 1,001,719 |
| | 1935-36 | 238,679 | 4,902 | 58,654 | 113,133 | 586,770 | 1,002,138 |
| Eastern Bengal | 1934-35 | 85,730 | 23,337 | 40,266 | 53,418 | 395,849 | 598,600 |
| | 1935-36 | 83,613 | 18,376 | 38,081 | 34,504 | 322,434 | 497,008 |
| East Indian | 1934-35 | 2,275,199 | 1,274,767 | 409,620 | 577,218 | 1,469,921 | 6,006,725 |
| | 1935-36 | 2,249,473 | 1,199,142 | 385,075 | 485,447 | 1,569,388 | 5,888,525 |
| Great Indian Peninsula | 1934-35 | 407,523 | 129,981 | 272,193 | 500,846 | 1,198,860 | 2,509,403 |
| | 1935-36 | 440,735 | 122,039 | 245,919 | 468,426 | 1,247,943 | 2,525,062 |
| Madras and Southern Mahratta | 1934-35 | 27,674 | 106,900 | 98,851 | 153,965 | 306,377 | 693,767 |
| | 1935-36 | 28,771 | 192,390 | 104,787 | 155,042 | 310,095 | 791,085 |
| Nizam's State | 1934-35 | 66,023 | 29,885 | 18,885 | 74,583 | 87,379 | 276,755 |
| | 1935-36 | 67,945 | 25,189 | 16,306 | 71,071 | 86,009 | 266,520 |
| North-Western (Commercial) | 1934-35 | 230,550 | 60 | 385,739 | 533,047 | 1,185,651 | 2,335,056 |
| | 1935-36 | 234,555 | 13 | 360,159 | 466,126 | 1,311,595 | 2,372,448 |
| North-Western (Military) | 1934-35 | 16,115 | .. | 20,062 | 25,013 | 127,323 | 188,513 |
| | 1935-36 | 16,400 | 2 | 17,950 | 26,849 | 143,249 | 204,450 |
| North-Western (Total) | 1934-35 | 246,674 | 60 | 405,801 | 558,060 | 1,312,974 | 2,523,569 |
| | 1935-36 | 250,955 | 15 | 378,109 | 492,975 | 1,454,844 | 2,576,898 |
| South Indian | 1934-35 | 1,874 | .. | 17,981 | 41,266 | 118,513 | 179,634 |
| | 1935-36 | 2,408 | .. | 23,923 | 47,265 | 134,197 | 207,791 |
| TOTAL 5' 6" GAUGE . | 1934-35 | 4,104,603 | 1,897,416 | 1,483,909 | 2,229,421 | 6,682,026 | 16,397,375 |
| | 1935-36 | 4,073,228 | 1,938,262 | 1,416,746 | 2,042,141 | 7,231,651 | 16,702,028 |
| 3' 3½" GAUGE | | | | | | | |
| Assam-Pengal | 1934-35 | 12,341 | 1,315 | 15,144 | 55,358 | 201,142 | 286,300 |
| | 1935-36 | 11,597 | 2,227 | 12,388 | 19,561 | 201,682 | 247,455 |
| Bengal and North Western | 1934-35 | 53,476 | 66 | 41,247 | 99,986 | 463,331 | 658,106 |
| | 1935-36 | 46,339 | Nil | 41,346 | 91,952 | 455,355 | 634,992 |
| Bombay, Baroda and Central India | 1934-35 | 37,399 | 14,029 | 53,851 | 162,719 | 415,471 | 633,469 |
| | 1935-36 | 40,198 | 17,508 | 47,177 | 142,545 | 445,426 | 692,854 |
| Burma | 1934-35 | 23,751 | Nil | 40,724 | 230,226 | 381,783 | 676,484 |
| | 1935-36 | 26,211 | 6 | 43,485 | 177,412 | 395,426 | 642,540 |

for the years 1934-35 and 1935-36 (In thousands)—contd

| *Average miles a ton of goods was carried. | | | | | | | Railway. |
|--|---|---------------------|---------------------|---|--|-------------------------------|-------------------------------------|
| Coal for the public. | Coal for foreign railways and home line construction. | Coal for home line. | Grain and oilseeds. | Other commodities (including other revenue stores). | Total coal (excluding coal for home line). | Total goods (including coal). | |
| 29 | 30 | 31 | 32 | 33 | 34 | 35 | |
| | | | | | | | 5' 6" GAUGE. |
| 140 | 259 | 196 | 191 | 173 | 163 | 173 | } Bengal Nagpur. |
| 129 | 278 | 189 | 194 | 196 | 158 | 180 | |
| 311 | 251 | 291 | 216 | 171 | 309 | 203 | } Bombay, Baroda and Central India. |
| 309 | 259 | 246 | 205 | 182 | 308 | 208 | |
| 76 | 165 | 142 | 124 | 118 | 85 | 112 | } Eastern Bengal. |
| 72 | 164 | 140 | 108 | 115 | 80 | 107 | |
| 258 | 499 | 255 | 323 | 165 | 312 | 253 | } East Indian. |
| 252 | 498 | 257 | 304 | 162 | 304 | 244 | |
| 274 | 368 | 324 | 316 | 208 | 292 | 250 | } Great Indian Peninsula. |
| 282 | 375 | 304 | 288 | 210 | 298 | 247 | |
| 147 | 560 | 278 | 174 | 152 | 355 | 191 | } Madras and Southern Mahratta. |
| 161 | 568 | 298 | 189 | 160 | 418 | 217 | |
| 197 | 111 | 132 | 181 | 136 | 159 | 164 | } Nizam's State. |
| 194 | 102 | 88 | 186 | 133 | 156 | 147 | |
| 213 | 58 | 362 | 221 | 160 | 213 | 195 | } North Western (Commercial). |
| 217 | 20 | 351 | 195 | 157 | 217 | 185 | |
| 88 | Nil | 157 | 82 | 92 | 88 | 94 | } North Western (Military). |
| 90 | 30 | 155 | 81 | 82 | 90 | 86 | |
| 222 | 58 | 381 | 232 | 170 | 221 | 205 | } North Western (Total). |
| 227 | 21 | 368 | 207 | 163 | 227 | 192 | |
| 110 | .. | 179 | 96 | 89 | 110 | 96 | } South Indian. |
| 103 | 28 | 177 | 112 | 88 | 103 | 99 | |
| *212 | *396 | *274 | *240 | *165 | *249 | *207 | } TOTAL 5' 6" GAUGE. |
| *207 | *404 | *263 | *227 | *169 | *246 | *204 | |
| | | | | | | | 3' 3½" GAUGE. |
| 109 | 172 | 140 | 143 | 159 | 113 | 152 | } Assam-Bengal. |
| 113 | 196 | 137 | 145 | 161 | 121 | 155 | |
| 129 | 123 | 149 | 112 | 128 | 129 | 126 | } Bengal and North Western. |
| 136 | 3 | 156 | 108 | 121 | 136 | 122 | |
| 145 | 191 | 248 | 228 | 176 | 155 | 188 | } Bombay, Baroda and Central India. |
| 143 | 211 | 219 | 211 | 183 | 158 | 188 | |
| 532 | Nil | 200 | 158 | 155 | 532 | 162 | } Burma. |
| 526 | 215 | 208 | 145 | 158 | 526 | 161 | |

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

FIGURES

13.—Statement of Goods Revenue Statistics of Class I Railways

| Railway. | Year. | Net ton miles. | | | | | |
|---|---------|----------------------|---|---------------------|---------------------|---|----------------------------------|
| | | Coal for the public. | Coal for foreign Railways and home line construction. | Coal for home line. | Grain and oilseeds. | Other Commodities (including other revenue stores). | Total. (Columns 23+24+25+26+27.) |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 3' 3½" GAUGE—concd. | | | | | | | |
| Eastern Bengal | 1934-35 | 30,838 | 17,553 | 12,021 | 38,445 | 149,017 | 247,879 |
| | 1935-36 | 30,922 | 12,904 | 11,863 | 42,342 | 154,361 | 252,392 |
| Jodhpur | 1934-35 | 3,786 | Nil | 11,014 | 57,467 | 71,606 | 143,873 |
| | 1935-36 | 4,984 | 670 | 13,922 | 50,265 | 98,875 | 168,716 |
| Madras and Southern Mahratta | 1934-35 | 5,669 | 14,704 | 31,648 | 139,366 | 234,782 | 426,169 |
| | 1935-36 | 3,728 | 7,279 | 20,733 | 126,144 | 234,453 | 392,337 |
| Nizam's State | 1934-35 | 4,957 | 6,216 | 6,956 | 37,244 | 34,928 | 90,301 |
| | 1935-36 | 5,582 | 256 | 6,412 | 34,864 | 57,588 | 84,702 |
| Robilkund and Kumaon | 1934-35 | 1,375 | Nil | 1,096 | 6,033 | 91,468 | 99,972 |
| | 1935-36 | 1,239 | Nil | 1,174 | 5,924 | 92,052 | 100,389 |
| South Indian | 1934-35 | 5,943 | 6 | 22,915 | 83,864 | 192,572 | 205,300 |
| | 1935-36 | 5,255 | 16 | 32,072 | 80,503 | 181,291 | 209,137 |
| TOTAL 3' 3½" GAUGE | 1934-35 | 179,535 | 53,894 | 236,616 | 910,708 | 2,236,100 | 3,616,853 |
| | 1935-36 | 176,055 | 40,866 | 230,572 | 771,512 | 2,296,509 | 3,515,514 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | |
| Bengal-Nagpur | 1934-35 | 6,340 | 131 | 6,518 | 8,932 | 22,514 | 44,435 |
| | 1935-36 | 4,650 | 173 | 5,000 | 8,309 | 26,340 | 44,562 |
| Bombay, Baroda and Central India. | 1934-35 | 213 | Nil | 136 | 985 | 3,475 | 4,809 |
| | 1935-36 | 185 | Nil | 29 | 866 | 4,522 | 5,602 |
| Eastern Bengal | 1934-35 | .. | Nil | Nil | 1 | 66 | 67 |
| | 1935-36 | Nil | Nil | Nil | 1 | 63 | 64 |
| Great Indian Peninsula | 1934-35 | 544 | Nil | Nil | 1,421 | 3,997 | 5,962 |
| | 1935-36 | 496 | Nil | Nil | 1,520 | 3,639 | 5,655 |
| North Western (Commercial) | 1934-35 | 2,165 | 1 | 694 | 3,241 | 9,014 | 15,115 |
| | 1935-36 | 2,393 | .. | 621 | 3,627 | 8,985 | 15,626 |
| North Western (Military) | 1934-35 | 217 | .. | 442 | 549 | 3,093 | 4,301 |
| | 1935-36 | 187 | .. | 303 | 614 | 4,009 | 5,113 |
| North Western (Total) | 1934-35 | 2,382 | 1 | 1,136 | 3,790 | 12,107 | 19,416 |
| | 1935-36 | 2,580 | .. | 924 | 4,241 | 12,994 | 20,739 |
| South Indian | 1934-35 | Nil | Nil | 2 | 699 | 970 | 1,671 |
| | 1935-36 | Nil | Nil | 1 | 483 | 931 | 1,415 |
| TOTAL 2' 6" & 2' 0" GAUGES | 1934-35 | 9,479 | 132 | 7,792 | 15,828 | 43,129 | 76,360 |
| | 1935-36 | 7,611 | 173 | 6,044 | 15,420 | 48,480 | 78,037 |
| TOTAL CLASS I RAILWAYS | 1934-35 | 4,293,617 | 1,951,442 | 1,728,317 | 3,155,957 | 8,961,255 | 20,090,688 |
| | 1935-36 | 4,257,194 | 1,979,301 | 1,653,362 | 2,829,073 | 9,576,049 | 20,295,579 |

for the years 1934-35 and 1935-36 (In thousands)—contd.

| *Average miles a ton of goods was carried. | | | | | | | Railway. |
|--|---|---------------------|---------------------|---|--|-------------------------------|---|
| Coal for the public. | Coal for foreign railways and home line construction. | Coal for home line. | Grain and oilseeds. | Other commodities (including other revenue stores). | Total coal (excluding coal for home line). | Total goods (including coal). | |
| 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 |
| 123 | 147 | 106 | 102 | 104 | 131 | 108 | } 3' 3½" GAUGE—concll. Eastern Bengal. |
| 117 | 143 | 103 | 110 | 107 | 124 | 110 | |
| 196 | Nil | 221 | 213 | 98 | 196 | 136 | } Jodhpur. |
| 222 | 131 | 231 | 195 | 98 | 205 | 124 | |
| 109 | 263 | 199 | 176 | 156 | 189 | 166 | } Madras and Southern Mahratta. |
| 106 | 291 | 169 | 175 | 155 | 183 | 162 | |
| 197 | 185 | 195 | 136 | 108 | 190 | 131 | } Nizam's State. |
| 193 | 185 | 196 | 143 | 101 | 193 | 125 | |
| 48 | Nil | 26 | 63 | 72 | 48 | 70 | } Rohilkund and Kumaon. |
| 48 | Nil | 26 | 61 | 69 | 48 | 67 | |
| 73 | 52 | 130 | 99 | 79 | 73 | 86 | } South Indian |
| 67 | 84 | 107 | 100 | 73 | 67 | 85 | |
| *139 | *184 | *171 | *149 | *128 | *148 | *137 | } TOTAL 3' 3½" GAUGE. |
| *143 | *190 | *175 | *143 | *127 | *150 | *134 | |
| | | | | | | | 2' 6" AND 2' 0" GAUGES. |
| 88 | 122 | 123 | 73 | 52 | 88 | 65 | } Bengal-Nagpur |
| 78 | 107 | 108 | 70 | 47 | 79 | 57 | |
| 31 | Nil | 47 | 27 | 18 | 31 | 20 | } Bombay, Baroda and Central India. |
| 32 | Nil | 35 | 25 | 20 | 32 | 21 | |
| .. | Nil | Nil | 18 | 18 | .. | 18 | } Eastern Bengal. |
| Nil | Nil | Nil | 11 | 19 | .. | 19 | |
| 35 | Nil | Nil | 49 | 34 | 35 | 37 | } Great Indian Peninsula. |
| 39 | Nil | Nil | 44 | 35 | 39 | 38 | |
| 30 | 40 | 39 | 37 | 46 | 30 | 41 | } North Western (Commercial) |
| 29 | Nil | 44 | 38 | 47 | 29 | 41 | |
| 58 | Nil | 81 | 72 | 63 | 58 | 65 | } North Western (Military). |
| 44 | Nil | 72 | 75 | 60 | 44 | 61 | |
| 33 | 40 | 54 | 41 | 52 | 33 | 46 | } North Western (Total). |
| 31 | Nil | 57 | 42 | 54 | 31 | 47 | |
| Nil | Nil | 21 | 32 | 31 | Nil | 31 | } South Indian. |
| Nil | Nil | 19 | 34 | 31 | Nil | 32 | |
| *56 | *132 | *101 | *52 | *43 | *57 | *49 | } TOTAL 2' 6" AND 2' 0" GAUGES. |
| *49 | *87 | *94 | *51 | *42 | *49 | *46 | |
| *207 | *384 | *252 | *201 | *152 | *241 | *187 | } TOTAL CLASS RAILWAYS. |
| *202 | *394 | *244 | *193 | *154 | *239 | *185 | |

*Columns 29 to 36.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—Statement of Goods Revenue Statistics of Class I Railways

| Railway. | Year. | Earnings from goods carried including refunds (in thousands). | | | | | |
|--|---------|---|---|---------------------|---------------------|---|----------------------------------|
| | | Coal for the public. | Coal for foreign railways and home line construction. | Coal for home line. | Grain and oilseeds. | Other commodities (including other revenue stores). | Total. (Columns 39+40+41+42+43.) |
| 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 |
| 5' 6" GAUGE. | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Bengal-Nagpur | 1934-35 | 1,31,44 | 41,76 | 19,76 | 74,05 | 3,14,20 | 5,81,21 |
| | 1935-36 | 1,27,70 | 47,50 | 21,18 | 87,36 | 3,55,06 | 6,38,80 |
| Bombay, Baroda and Central India | 1934-35 | 29,92 | 59 | 6,14 | 52,25 | 3,09,76 | 3,98,66 |
| | 1935-36 | 29,78 | 52 | 5,50 | 48,41 | 3,21,08 | 4,05,29 |
| Eastern Bengal | 1934-35 | 19,46 | 3,50 | 5,88 | 18,62 | 1,63,48 | 2,10,94 |
| | 1935-36 | 19,01 | 2,79 | 5,74 | 14,69 | 1,45,00 | 1,87,23 |
| East Indian | 1934-35 | 3,82,84 | 1,62,76 | 53,07 | 1,58,00 | 5,14,20 | 12,70,87 |
| | 1935-36 | 3,69,71 | 1,48,83 | 49,62 | 1,33,17 | 5,53,40 | 12,54,73 |
| Great Indian Peninsula | 1934-35 | 55,57 | 15,80 | 31,75 | 1,73,53 | 5,49,12 | 8,25,77 |
| | 1935-36 | 58,49 | 14,64 | 28,01 | 1,79,99 | 5,63,72 | 8,44,85 |
| Madras and Southern Mahratta | 1934-35 | 6,30 | 10,55 | 12,21 | 70,49 | 1,50,62 | 2,50,17 |
| | 1935-36 | 6,51 | 19,66 | 13,80 | 62,60 | 1,47,92 | 2,50,49 |
| Nizam's State | 1934-35 | 14,80 | 6,68 | 2,34 | 25,84 | 46,06 | 95,72 |
| | 1935-36 | 14,75 | 5,65 | 2,15 | 25,20 | 44,83 | 92,58 |
| North Western (Commercial) | 1934-35 | 28,88 | 1 | 42,21 | 2,20,93 | 5,90,38 | 8,82,41 |
| | 1935-36 | 29,36 | .. | 37,92 | 2,02,80 | 6,48,68 | 9,18,76 |
| North Western (Military) | 1934-35 | 2,03 | .. | 2,22 | 10,46 | 58,04 | 72,75 |
| | 1935-36 | 2,07 | .. | 1,88 | 11,76 | 58,31 | 74,02 |
| North Western (Total) | 1934-35 | 30,91 | 1 | 44,43 | 2,31,39 | 6,48,42 | 9,55,16 |
| | 1935-36 | 31,43 | .. | 39,80 | 2,14,56 | 7,06,99 | 9,92,78 |
| South Indian | 1934-35 | 57 | Nil | 2,28 | 24,54 | 70,30 | 97,69 |
| | 1935-36 | 71 | Nil | 3,71 | 27,61 | 76,04 | 1,08,07 |
| TOTAL 5' 6" GAUGE | 1934-35 | 6,71,81 | 2,41,65 | 1,77,86 | 8,28,71 | 27,66,16 | 46,86,19 |
| | 1935-36 | 6,58,09 | 2,39,59 | 1,69,51 | 7,93,59 | 29,14,04 | 47,74,82 |
| 3' 3½" GAUGE. | | | | | | | |
| Assam-Bengal | 1934-35 | 3,56 | 20 | 1,95 | 25,40 | 82,50 | 1,13,61 |
| | 1935-36 | 3,21 | 29 | 1,64 | 8,54 | 81,60 | 95,28 |
| Bengal and North Western | 1934-35 | 12,77 | 1 | 5,60 | 48,17 | 1,51,94 | 2,18,49 |
| | 1935-36 | 10,63 | .. | 5,64 | 47,44 | 1,52,22 | 2,15,93 |
| Bombay, Baroda and Central India | 1934-35 | 5,57 | 1,72 | 5,05 | 61,08 | 2,23,83 | 2,97,25 |
| | 1935-36 | 5,86 | 2,02 | 4,42 | 53,79 | 2,34,88 | 3,00,97 |
| Barma | 1934-35 | 5,08 | Nil | 5,24 | 1,07,81 | 1,47,22 | 2,65,35 |
| | 1935-36 | 5,61 | Nil | 5,62 | 86,79 | 1,51,55 | 2,49,57 |

for the years 1934-35 and 1935-36 (In thousands)—contd.

| Average rate (in pies) charged for carrying a ton of goods one mile. | | | | | | | Railway. |
|--|--|---------------------|---------------------|---|--|-------------------------------|-------------------------------------|
| Coal for the public. | Coal for foreign rail-ways and home line construction. | Coal for home line. | Grain and oilseeds. | Other commodities (including other revenue stores). | Total coal (excluding coal for home line). | Total goods (including coal). | |
| 45 | 46 | 47 | 48 | 49 | 50 | 51 | |
| | | | | | | | 5' 6" GAUGE. |
| 3.21 | 2.45 | 2.45 | 9.79 | 4.90 | 2.98 | 4.23 | } Bengal-Nagpur. |
| 3.35 | 2.42 | 2.45 | 9.60 | 4.45 | 3.03 | 4.12 | |
| 2.48 | 2.09 | 1.80 | 8.02 | 10.3 | 2.47 | 7.64 | } Bombay Baroda and Central India. |
| 2.40 | 2.04 | 1.80 | 8.22 | 10.5 | 2.39 | 7.76 | |
| 4.36 | 2.88 | 2.81 | 6.69 | 7.93 | 4.04 | 6.77 | } Eastern Bengal. |
| 4.37 | 2.91 | 2.89 | 8.18 | 8.63 | 4.10 | 7.23 | |
| 3.23 | 2.45 | 2.49 | 5.26 | 6.71 | 2.95 | 4.06 | } East Indian. |
| 3.15 | 2.38 | 2.47 | 5.27 | 6.76 | 2.88 | 4.09 | |
| 2.62 | 2.33 | 2.24 | 6.65 | 8.79 | 2.55 | 6.32 | } Great Indian Peninsula. |
| 2.55 | 2.30 | 2.19 | 7.38 | 8.67 | 2.49 | 6.42 | |
| 4.37 | 1.89 | 2.37 | 8.79 | 9.44 | 2.40 | 6.92 | } Madras and Southern Mahratta. |
| 4.34 | 1.96 | 2.53 | 7.75 | 9.16 | 2.27 | 6.08 | |
| 4.30 | 4.29 | 2.38 | 6.65 | 10.1 | 4.30 | 6.64 | } Nizam's State. |
| 4.17 | 4.30 | 2.54 | 6.81 | 10.0 | 4.20 | 6.67 | |
| 2.40 | 1.54 | 2.10 | 7.96 | 9.55 | 2.40 | 7.25 | } North Western (Commercial). |
| 2.40 | 2.82 | 2.02 | 8.35 | 9.49 | 2.40 | 7.43 | |
| 2.42 | Nil | 2.12 | 8.03 | 8.74 | 2.42 | 7.40 | } North Western (Military). |
| 2.42 | 2.73 | 2.01 | 8.41 | 7.80 | 2.42 | 6.94 | |
| 2.40 | 1.54 | 2.10 | 7.96 | 9.47 | 2.40 | 7.26 | } North Western (Total). |
| 2.40 | 2.82 | 2.02 | 8.34 | 9.32 | 2.40 | 7.40 | |
| 5.85 | Nil | 2.43 | 11.4 | 11.3 | 5.85 | 10.4 | } South Indian. |
| 5.24 | 2.33 | 2.48 | 11.2 | 10.1 | 5.24 | 9.44 | |
| 3.14 | 2.45 | 2.30 | 7.14 | 7.95 | 2.92 | 5.49 | } TOTAL 5' 6" GAUGE. |
| 3.10 | 2.37 | 2.30 | 7.46 | 7.74 | 2.87 | 5.49 | |
| | | | | | | | 3' 3½" GAUGE. |
| 5.37 | 2.94 | 2.32 | 8.75 | 7.83 | 5.14 | 7.59 | } Assam Bengal. |
| 5.15 | 2.44 | 2.41 | 8.36 | 7.72 | 4.71 | 7.33 | |
| 4.69 | 2.59 | 2.61 | 9.25 | 6.30 | 4.58 | 6.37 | } Bengal and North Western. |
| 4.40 | 1.26 | 2.62 | 9.91 | 6.42 | 4.40 | 6.53 | |
| 2.86 | 2.36 | 1.80 | 7.21 | 10.3 | 2.72 | 8.35 | } Bombay, Baroda and Central India. |
| 2.80 | 2.21 | 1.80 | 7.24 | 10.1 | 2.62 | 8.34 | |
| 4.11 | Nil | 2.47 | 8.98 | 7.40 | 4.11 | 7.52 | } Burma. |
| 4.11 | 2.48 | 2.48 | 9.38 | 7.35 | 4.11 | 7.45 | |

13.—Statement of Goods Revenue Statistics of Class I. Railways

| Railway. | Year. | Earnings from goods carried including refunds (in thousands). | | | | | |
|--|---------|---|---|---------------------|---------------------|---|-------------------------------|
| | | Coal for the public. | Coal for foreign railways and home line construction. | Coal for home line. | Grain and oilseeds. | Other commodities (including other revenue stores). | Total (Column 39+40+41+42+43) |
| 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 |
| 3' 3½" GAUGE—concd. | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Eastern Bengal | 1934-35 | 6,98 | 2,62 | 1,73 | 13,98 | 82,42 | 1,07,73 |
| | 1935-36 | 6,99 | 1,94 | 1,79 | 18,24 | 81,81 | 1,10,77 |
| Jodhpur | 1934-35 | 53 | Nil | 1,27 | 19,46 | 38,16 | 59,42 |
| | 1935-36 | 60 | 8 | 1,53 | 17,91 | 42,51 | 62,63 |
| Madras and Southern Mahratta | 1934-35 | 1,88 | 2,12 | 3,60 | 78,59 | 1,22,75 | *2,08,94 |
| | 1935-36 | 1,10 | 82 | 3,05 | 71,85 | 1,20,07 | *1,96,89 |
| Nizam's State | 1934-35 | 1,18 | 1,02 | 91 | 16,76 | 24,37 | 44,24 |
| | 1935-36 | 1,35 | 4 | 84 | 16,06 | 25,73 | 44,02 |
| Rohilkund and Kumaon | 1934-35 | 24 | Nil | 14 | 3,81 | 36,24 | 40,43 |
| | 1935-36 | 22 | Nil | 15 | 4,30 | 35,90 | 40,57 |
| South Indian | 1934-35 | 1,79 | Nil | 3,04 | 49,57 | 1,12,27 | 1,66,67 |
| | 1935-36 | 1,58 | .. | 4,16 | 46,70 | 1,02,65 | 1,55,09 |
| TOTAL 3' 3½" GAUGE | 1934-35 | 39,58 | 7,69 | 28,53 | 4,24,63 | 10,21,70 | 15,22,13 |
| | 1935-36 | 37,15 | 5,19 | 28,84 | 3,71,62 | 10,28,92 | 14,71,72 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | |
| Bengal-Nagpur | 1934-35 | 1,77 | 2 | 83 | 4,71 | 10,41 | 17,74 |
| | 1935-36 | 1,33 | 2 | 65 | 4,40 | 10,75 | 17,15 |
| Bombay, Baroda and Central India | 1934-35 | 9 | Nil | 1 | 1,08 | 3,43 | 4,61 |
| | 1935-36 | 7 | Nil | Nil | 1,07 | 3,92 | 5,06 |
| Eastern Bengal | 1934-35 | Nil | Nil | Nil | .. | 6 | 6 |
| | 1935-36 | Nil | Nil | Nil | Nil | 5 | 5 |
| Great Indian Peninsula | 1934-35 | 12 | Nil | Nil | 87 | 4,09 | 5,08 |
| | 1935-36 | 15 | Nil | Nil | 1,05 | 4,18 | 5,38 |
| North Western (Commercial) | 1934-35 | 52 | Nil | 18 | 2,94 | 11,56 | 15,20 |
| | 1935-36 | 58 | Nil | 18 | 3,49 | 10,43 | 14,68 |
| North Western (Military) | 1934-35 | 4 | .. | 9 | 37 | 1,99 | 2,49 |
| | 1935-36 | 3 | .. | 6 | 44 | 2,94 | 3,47 |
| North Western (Total) | 1934-35 | 56 | .. | 27 | 3,31 | 13,55 | 17,69 |
| | 1935-36 | 61 | .. | 24 | 3,93 | 13,37 | 18,15 |
| South Indian | 1934-35 | Nil | Nil | .. | 44 | 88 | 132 |
| | 1935-36 | Nil | Nil | Nil | 30 | 79 | 1,09 |
| TOTAL 2' 6" & 2' 0" GAUGES | 1934-35 | 2,54 | 2 | 1,11 | 19,41 | 32,41 | 46,49 |
| | 1935-36 | 2,16 | 2 | 89 | 10,75 | 33,06 | 46,88 |
| TOTAL CLASS I RAILWAYS | 1934-35 | 7,13,93 | 2,49,36 | 2,07,50 | 12,63,75 | 38,20,27 | 62,54,81 |
| | 1935-36 | 6,97,40 | 2,44,80 | 1,99,24 | 11,75,96 | 39,76,02 | 62,93,42 |

* Includes Mormugao Harbour receipt.

for the years 1934-35 and 1935-36 (In thousands)—concl'd.

| Average rate (in pice) charged for carrying a ton of goods one mile. | | | | | | | Railway. |
|--|--|---------------------|---------------------|---|--|-------------------------------|-------------------------------------|
| Coal for the public. | Coal for foreign rail-ways and home line construction. | Coal for home line. | Grain and oilseeds. | Other commodities (including other revenue stores). | Total coal (excluding coal for home line). | Total goods (including coal). | |
| 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 |
| | | | | | | | 3' 3½" GAUGE—concl'd. |
| 4.20 | 2.73 | 2.69 | 6.85 | 10.3 | 3.67 | 8.12 | } Eastern Bengal. |
| 4.20 | 2.66 | 2.86 | 8.23 | 9.94 | 3.75 | 8.25 | |
| 2.71 | Nil | 2.21 | 6.50 | 10.2 | 2.71 | 7.93 | } Jodhpur. |
| 2.33 | 2.14 | 2.11 | 6.84 | 8.26 | 2.31 | 7.13 | |
| 6.37 | 2.77 | 2.18 | 10.8 | 10.0 | 3.77 | 9.41 | } Madras and Southern Mahratta. |
| 5.67 | 2.16 | 2.82 | 10.9 | 9.83 | 3.35 | 9.64 | |
| 4.57 | 3.16 | 2.50 | 8.64 | 13.4 | 3.79 | 9.41 | } Nizam's State. |
| 4.63 | 3.22 | 2.50 | 8.85 | 13.1 | 4.57 | 9.98 | |
| 3.31 | Nil | 2.45 | 12.1 | 7.61 | 3.31 | 7.76 | } Rohilkund and Kumaon. |
| 3.48 | Nil | 2.45 | 13.9 | 7.49 | 3.48 | 7.76 | |
| 5.78 | 2.64 | 2.54 | 11.3 | 11.0 | 5.77 | 10.4 | } South Indian. |
| 5.79 | 2.42 | 2.40 | 11.1 | 10.7 | 5.78 | 9.83 | |
| 4.23 | 2.74 | 2.32 | 8.95 | 8.77 | 3.89 | 8.08 | } TOTAL 3' 3½" GAUGE. |
| 4.05 | 2.44 | 2.40 | 9.25 | 8.60 | 3.75 | 8.04 | |
| | | | | | | | 2' 6" AND 2' 0" GAUGES. |
| 5.35 | 2.45 | 2.45 | 10.1 | 8.88 | 5.29 | 7.66 | } Bengal Nagpur. |
| 5.51 | 2.45 | 2.45 | 10.2 | 7.83 | 5.40 | 7.30 | |
| 7.62 | Nil | 1.80 | 21.1 | 19.0 | 7.62 | 18.4 | } Bombay, Baroda and Central India. |
| 7.52 | Nil | 1.80 | 23.7 | 16.6 | 7.52 | 17.3 | |
| .. | Nil | Nil | 20.4 | 13.7 | .. | 13.8 | } Eastern Bengal. |
| .. | Nil | Nil | 15.1 | 15.9 | .. | 15.9 | |
| 4.28 | Nil | Nil | 11.8 | 19.6 | 4.28 | 16.3 | } Great Indian Peninsula. |
| 5.61 | Nil | Nil | 13.3 | 22.1 | 5.61 | 18.3 | |
| 4.56 | 1.98 | 4.91 | 17.4 | 24.6 | 4.56 | 19.3 | } North Western (Commercial). |
| 4.60 | Nil | 5.70 | 18.5 | 22.3 | 4.60 | 18.0 | |
| 3.59 | Nil | 3.95 | 13.0 | 12.3 | 3.59 | 11.1 | } North Western (Military). |
| 3.69 | Nil | 3.74 | 13.7 | 14.1 | 3.69 | 13.0 | |
| 4.48 | 1.98 | 4.53 | 16.8 | 21.4 | 4.47 | 17.5 | } North Western (Total). |
| 4.54 | Nil | 5.06 | 17.8 | 19.7 | 4.54 | 16.8 | |
| Nil | Nil | 2.56 | 12.0 | 17.6 | Nil | 15.2 | } South Indian. |
| Nil | Nil | 3.02 | 11.9 | 16.4 | Nil | 14.9 | |
| 5.14 | 2.91 | 2.74 | 12.6 | 14.4 | 5.11 | 11.7 | } TOTAL 2' 6" & 2' 0" GAUGES. |
| 5.24 | 2.22 | 2.83 | 13.4 | 13.1 | 5.18 | 11.5 | |
| 3.19 | 2.45 | 2.31 | 7.69 | 8.19 | 2.96 | 5.98 | } TOTAL CLASS I RAILWAYS. |
| 3.15 | 2.37 | 2.31 | 7.98 | 7.97 | 2.90 | 5.95 | |

14.—Statement of Revenue Earnings and Expenses

| Railway. | Year. | Capital at charge* Capital outlay† per route mile. | Gross earnings (in thousands of rupees).‡ | Gross earnings per mean mile worked.§ | Gross earnings per mean mile worked per week.§ | Gross earnings per train mile.§ |
|--|---------|--|---|---|---|---------------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5' 6" GAUGE. | | | | | | |
| Bengal-Nagpur | 1934-35 | 2,32,224 | 7,82,26 | 30,716 | 589.1 | 6.29 |
| | 1935-36 | 2,33,116 | 8,43,45 | 33,162 | 634.2 | 6.34 |
| Bombay, Baroda and Central India | 1934-35 | 2,16,545 | 6,63,97 | 52,713 | 1,010.9 | 7.21 |
| | 1935-36 | 2,17,023 | 6,77,25 | 53,828 | 1,029.7 | 8.03 |
| Eastern Bengal | 1934-35 | 2,57,938 | 3,75,59 | 41,908 | 803.7 | 5.08 |
| | 1935-36 | 2,59,151 | 3,50,80 | 38,959 | 745.1 | 4.85 |
| East Indian | 1934-35 | 3,19,235 | 18,87,84 | 41,791 | 801.5 | 6.40 |
| | 1935-36 | 3,20,917 | 18,86,37 | 41,753 | 798.6 | 6.30 |
| Great Indian Peninsula | 1934-35 | 2,97,004 | 12,66,53 | 35,643 | 683.6 | 5.82 |
| | 1935-36 | 2,95,585 | 13,10,90 | 36,980 | 707.0 | 6.01 |
| Madras and Southern Mahratta | 1934-35 | 1,82,824 | 4,30,27 | 37,184 | 713.1 | 6.85 |
| | 1935-36 | 1,83,638 | 4,23,39 | 36,588 | 699.8 | 6.51 |
| Nizam's State | 1934-35 | 1,09,800 | 1,38,49 | 20,036 | 384.3 | 7.63 |
| | 1935-36 | 1,10,097 | 1,36,31 | 19,721 | 377.2 | 7.79 |
| North Western (Commercial) | 1934-35 | 2,25,052 | 14,28,72 | 29,432 | 564.5 | 7.23 |
| | 1935-36 | 2,25,673 | 14,82,95 | 30,596 | 585.2 | 7.30 |
| North Western (Military) | 1934-35 | 1,98,558 | 1,21,93 | 8,652 | 165.9 | 4.75 |
| | 1935-36 | 1,98,057 | 1,29,06 | 9,139 | 174.8 | 4.95 |
| North Western (Total) | 1934-35 | 2,18,517 | 15,50,66 | 24,756 | 474.8 | 6.99 |
| | 1935-36 | 2,18,846 | 16,12,01 | 25,755 | 492.6 | 7.04 |
| South Indian | 1934-35 | 1,77,242 | 1,71,29 | 27,224 | 522.1 | 5.30 |
| | 1935-36 | 1,77,404 | 1,82,11 | 27,356 | 523.2 | 5.04 |
| TOTAL 5' 6" GAUGE | 1934-35 | | 72,66,89 | 33,675 | 645.8 | 6.42 |
| | 1935-36 | | 74,22,59 | 34,361 | 657.2 | 6.42 |
| 3' 3½" GAUGE. | | | | | | |
| Assam-Bengal | 1934-35 | 1,93,238 | 1,92,08 | 13,878 | 266.2 | 4.94 |
| | 1935-36 | 1,94,487 | 1,71,74 | 12,540 | 239.8 | 4.29 |
| Bengal and North Western | 1934-35 | 1,01,080 | 3,46,36 | 15,086 | 289.0 | 4.00 |
| | 1935-36 | 1,01,961 | 3,56,19 | 15,554 | 298.0 | 4.00 |
| Bombay, Baroda and Central India | 1934-35 | ‡ | 5,02,25 | 22,742 | 436.1 | 6.32 |
| | 1935-36 | ‡ | 5,07,50 | 22,993 | 439.6 | 6.30 |
| Burma | 1934-35 | 1,65,930 | 3,78,33 | 18,345 | 351.8 | 5.10 |
| | 1935-36 | 1,65,440 | 3,61,51 | 17,527 | 335.2 | 4.75 |

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service

‡ Included in 5' 6" Gauge.

of Class I Railways rated against selected units for the years 1934-35 and 1935-36.

| Total working expenses (in thousands of rupees).§ | Working expenses per mean mile worked per week. § | Working expenses per train mile. § | Net earnings (in thousands of rupees). § | Net earnings per mean mile worked. § | Net earnings per train mile. § | Railway. |
|---|---|------------------------------------|--|--------------------------------------|--------------------------------|-------------------------------------|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 5' 6" GAUGE. | | | | | | |
| 5,37,00 | 402.9 | 4.30 | 2,45,26 | 9,704.6 | 1.99 | } Bengal-Nagpur. |
| 5,68,95 | 425.8 | 4.26 | 2,74,50 | 10,901.3 | 2.08 | |
| 4,00,42 | 609.7 | 4.77 | 2,63,55 | 20,923.5 | 3.14 | } Bombay, Baroda and Central India. |
| 3,75,17 | 570.5 | 4.45 | 3,02,08 | 24,009.3 | 3.58 | |
| 2,97,15 | 636.4 | 4.02 | 78,44 | 8,725.9 | 1.06 | } Eastern Bengal. |
| 3,09,83 | 658.6 | 4.29 | 40,97 | 4,521.5 | 0.56 | |
| 11,80,76 | 501.1 | 4.00 | 7,07,08 | 15,664.4 | 2.40 | } East Indian. |
| 11,80,31 | 499.5 | 3.94 | 7,06,06 | 15,636.7 | 2.36 | |
| 9,14,35 | 493.5 | 4.20 | 3,52,18 | 9,911.1 | 1.62 | } Great Indian Peninsula. |
| 9,17,90 | 494.9 | 4.21 | 3,93,00 | 11,086.4 | 1.80 | |
| 2,60,26 | 431.4 | 4.14 | 1,70,01 | 14,692.2 | 2.71 | } Madras and Southern Mahratta. |
| 2,59,47 | 428.9 | 3.99 | 1,63,92 | 14,165.0 | 2.52 | |
| 69,61 | 193.1 | 3.83 | 68,88 | 9,966.0 | 3.80 | } Nizam's State. |
| 69,96 | 193.6 | 4.00 | 66,35 | 9,598.9 | 3.79 | |
| 10,01,57 | **395.7 | **5.10 | 4,27,15 | **8,799.2 | **2.18 | } North Western (Commercial). |
| 9,50,68 | 375.1 | 4.68 | 5,32,27 | 10,981.8 | 2.62 | |
| 1,71,13 | 232.9 | 6.66 | —49,20 | —3,491.9 | **—1.91 | } North Western (Military) |
| 1,88,82 | 255.7 | 7.24 | —59,76 | —4,232.0 | —2.29 | |
| 11,72,70 | **359.1 | **5.29 | 3,77,95 | **6,033.7 | **1.70 | } North Western (Total). |
| 11,39,50 | 348.2 | 4.98 | 4,72,51 | 7,549.3 | 2.06 | |
| 92,15 | 280.9 | 2.85 | 79,14 | 12,577.5 | 2.45 | } South Indian. |
| 1,01,51 | 291.6 | 2.81 | 80,60 | 12,108.0 | 2.23 | |
| 49,24,40 | 437.4 | 4.35 | 23,42,49 | 10,868.2 | 2.07 | } TOTAL 5' 6" GAUGE. |
| 49,22,60 | 435.5 | 4.25 | 24,99,99 | 11,588.4 | 2.16 | |
| 3' 3½" GAUGE. | | | | | | |
| 1,36,10 | 180.7 | 3.47 | 55,98 | 4,132.0 | 1.46 | } Assam Bengal. |
| 1,39,54 | 192.5 | 3.44 | 32,20 | 2,476.3 | 0.84 | |
| 1,58,05 | 132.0 | 2.00 | 1,88,31 | 8,224.0 | 2.00 | } Bengal and North Western. |
| 1,67,24 | 139.0 | 2.00 | 1,88,95 | 8,281.0 | 2.00 | |
| 2,73,80 | 237.8 | 3.45 | 2,28,45 | 10,344.1 | 2.87 | } Bombay, Baroda and Central India. |
| 2,80,17 | 242.9 | 3.48 | 2,27,33 | 10,299.5 | 2.82 | |
| 2,85,12 | 263.0 | 3.81 | 93,21 | 4,680.9 | 1.29 | } Burma. |
| 2,83,86 | 261.0 | 3.70 | 78,15 | 3,879.3 | 1.05 | |

but while calculating working results in columns 8, 9, 10, 11, 12 and 13, the Steam Boat earnings and expenses have been excluded.

** Revised figures.

14.—Statement of Revenue Earnings and Expenses of Class I

| Railway. | Year. | Capital at charge.* | Gross earnings (in thousands of rupees).‡ | Gross earnings per mean mile worked.§ | Gross earnings per mean mile worked per week.§ | Gross earnings per train mile.§ |
|--|---------|---------------------------------|---|---------------------------------------|--|---------------------------------|
| | | Capital outlay† per route mile. | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 3' 3½" GAUGE—concl'd. | | | | | | |
| Eastern Bengal | 1934-35 | ‡ | 1,81,26 | 16,614 | 318.6 | 4.56 |
| | 1935-36 | ‡ | 1,92,00 | 17,630 | 337.2 | 4.44 |
| Jodhpur | 1934-35 | 51,396 | 1,07,11 | 10,985 | 210.7 | 5.99 |
| | 1935-36 | 48,270 | 1,13,76 | 11,005 | 210.5 | 5.54 |
| Madras and Southern Mahratta | 1934-35 | ‡ | ‡3,26,62 | 15,235 | 292.2 | 4.45 |
| | 1935-36 | ‡ | ‡3,15,96 | 14,804 | 283.1 | 4.37 |
| Nizam's State | 1934-35 | ‡ | 75,50 | 11,443 | 219.5 | 4.98 |
| | 1935-36 | ‡ | 75,61 | 11,460 | 219.2 | 5.21 |
| Rohilkund and Kumaon | 1934-35 | 78,841 | 69,80 | 12,421 | 238.0 | 4.00 |
| | 1935-36 | 80,011 | 70,37 | 12,522 | 241.0 | 4.00 |
| South Indian | 1934-35 | ‡ | 3,78,75 | 20,673 | 6.5 | 3.84 |
| | 1935-36 | ‡ | 3,43,56 | 19,155 | 366.4 | 3.48 |
| TOTAL 3' 3½" GAUGE | 1934-35 | | 25,58,06 | 16,817 | 322.5 | 4.72 |
| | 1935-36 | | 25,08,20 | 16,472 | 315.1 | 4.53 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | |
| Bengal Nagpur | 1934-35 | ‡ | 32,71 | 3,531 | 67.7 | 1.92 |
| | 1935-36 | ‡ | 32,14 | 3,470 | 66.4 | 1.87 |
| Bombay, Baroda and Central India | 1934-35 | ‡ | 9,78 | 4,363 | 83.7 | 2.48 |
| | 1935-36 | ‡ | 10,23 | 4,556 | 86.8 | 2.53 |
| Eastern Bengal | 1934-35 | ‡ | 1,29 | 3,490 | 66.9 | 1.10 |
| | 1935-36 | ‡ | 1,20 | 3,249 | 62.1 | 1.09 |
| Great Indian Peninsula | 1934-35 | ‡ | 8,54 | 3,493 | 67.0 | 1.78 |
| | 1935-36 | ‡ | 8,74 | 3,576 | 68.4 | 1.68 |
| North Western (Commercial) | 1934-35 | ‡ | 28,42 | 7,459 | 143.1 | 3.17 |
| | 1935-36 | ‡ | 28,32 | 7,433 | 142.2 | 3.20 |
| North Western (Military) | 1934-35 | ‡ | 4,77 | 1,568 | 30.1 | 2.13 |
| | 1935-36 | ‡ | 5,63 | 1,846 | 35.3 | 2.48 |
| North Western (Total) | 1934-35 | ‡ | 33,19 | 4,841 | 92.8 | 2.96 |
| | 1935-36 | ‡ | 33,95 | 4,950 | 94.7 | 3.05 |
| South Indian | 1934-35 | ‡ | 2,28 | 2,311 | 44.3 | 1.47 |
| | 1935-36 | ‡ | 1,98 | 2,003 | 38.3 | 1.19 |
| TOTAL 2' 6" AND 2' 0" GAUGES. | 1934-35 | | 87,79 | 3,961 | 76.0 | 2.22 |
| | 1935-36 | | 88,24 | 3,981 | 76.2 | 2.21 |
| TOTAL CLASS I RAILWAYS | 1934-35 | 2,14,776 | 99,12,74 | 25,455 | 488.2 | 5.79 |
| | 1935-36 | 2,14,826 | 1,00,19,03 | 25,702 | 491.6 | 5.73 |

* In the case of State-owned railways.

‡ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service

† Included in 5' 6" gauge

‡ Includes earnings & expenditure of Marmugao Harbour.

** Revised figures.

Railways rated against selected units for the years 1934-35 and 1935-36—concl'd.

| Total working expenses (in thousands of rupees).§ | Working expenses per mean mile worked per week. § | Working expenses per train mile. § | Net earnings (in thousands of rupees). § | Net earnings per mean mile worked § | Net earnings per train mile. § | Railway |
|---|---|------------------------------------|--|-------------------------------------|--------------------------------|-------------------------------------|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | 3' 3½" GAUGE—concl'd. |
| 1,46,39 | 254.6 | 3.64 | 34,27 | 3,346.9 | 0.92 | } Eastern Bengal. |
| 1,45,88 | 252.1 | 3.32 | 46,12 | 4,448.7 | 1.12 | |
| 55,60 | 109.4 | 3.11 | 51,51 | 5,282.8 | 2.88 | } Jodhpur. |
| 64,09 | 118.6 | 3.12 | 49,67 | 4,804.7 | 2.42 | |
| ₹1,88,00 | 168.6 | 2.57 | ₹1,38,62 | 6,442.2 | 1.88 | } Madras and Southern Mahratta. |
| ₹1,96,87 | 176.7 | 2.73 | ₹1,19,09 | 5,565.0 | 1.64 | |
| 49,86 | 144.9 | 3.29 | 25,64 | 3,885.5 | 1.69 | } Nizam's State. |
| 51,12 | 148.2 | 3.52 | 24,49 | 3,711.4 | 1.69 | |
| 32,33 | 110.0 | 2.00 | 37,47 | 6,668.0 | 2.00 | } Rohilkund and Kumaon. |
| 31,63 | 108.0 | 2.00 | 38,74 | 6,894.0 | 2.00 | |
| 2,26,17 | 237.4 | 2.30 | 1,52,58 | 8,295.4 | 1.54 | } South Indian. |
| 2,33,67 | 249.7 | 2.37 | 1,09,89 | 6,097.6 | 1.11 | |
| 15,52,02 | 195.2 | 2.86 | 10,06,04 | 6,636.1 | 1.86 | } TOTAL 3' 3½" GAUGE. |
| 15,93,57 | 200.1 | 2.88 | 9,14,63 | 6,008.9 | 1.65 | |
| | | | | | | 2' 6" AND 2' 0" GAUGES |
| 38,50 | 79.7 | 2.26 | -5,79 | -624.2 | -0.34 | } Bengal Nagpur |
| 40,85 | 84.4 | 2.37 | -8,71 | -940.4 | -0.50 | |
| 7,61 | 65.4 | 1.94 | 2,14 | 952.9 | 0.54 | } Bombay, Baroda and Central India. |
| 7,95 | 67.8 | 1.97 | 2,28 | 1,012.9 | 0.56 | |
| 1,53 | 79.3 | 1.30 | -24 | -642.5 | -0.20 | } Eastern Bengal. |
| 1,19 | 61.9 | 1.08 | 1 | 12.8 | | |
| 4,45 | 34.9 | 0.93 | 4,09 | 1,672.3 | 0.85 | } Great Indian Peninsula. |
| 4,65 | 36.4 | 0.89 | 4,09 | 1,673.8 | 0.79 | |
| 43,01 | **247.7 | **4.76 | -14,59 | **3,736.6 | -**1.59 | } North Western (Commercial). |
| 44,82 | 225.0 | 5.06 | -16,50 | -4,331.9 | -1.86 | |
| 18,66 | 117.0 | 8.28 | -13,89 | -4,532.1 | -6.15 | } North Western (Military). |
| 18,00 | 112.9 | 7.92 | -12,37 | -4,058.8 | -5.44 | |
| 61,67 | **171.3 | **5.46 | -28,48 | **4,090.1 | **2.50 | } North Western (Total). |
| 62,82 | 175.2 | 5.64 | -28,87 | -4,210.5 | -2.59 | |
| 3,76 | 73.1 | 2.43 | -1,48 | -1,502.5 | -0.96 | } South Indian. |
| 3,78 | 73.2 | 2.28 | -1,80 | -1,826.1 | -1.09 | |
| 1,17,55 | 101.4 | 2.96 | -29,76 | -1,361.3 | -0.76 | } TOTAL 2' 6" AND 2' 0" GAUGES. |
| 1,21,24 | 104.6 | 3.04 | -33,00 | -1,488.8 | -0.83 | |
| 65,93,97 | 324.7 | 3.85 | 33,18,77 | 8,534.1 | 1.94 | } TOTAL CLASS I RAILWAYS. |
| 66,37,41 | 325.5 | 3.79 | 33,81,62 | 8,682.1 | 1.94 | |

Railways. but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

15.—Results of working of Class I Railways

NOTE.—The rate of interest for calculating the figures given under column 16 was

| Railway. | Year. | DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC. | | | COACHING TRAFFIC. | | |
|--|---------|--|---|----------------|-----------------------------------|---|---|
| | | Total working expenses for both coaching and goods traffic * | COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE. | | Coaching earnings per train mile. | Cost of hauling a passenger train one mile. | Profit on working a passenger train one mile. |
| | | | Coaching | Goods. | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 5' 6" GAUGE. | | | | | | | |
| Bengal Nagpur | 1934-35 | Rs 5,07,90,685 | Rs 1,40,60,528 | Rs 3,67,30,157 | Rs 3.14 | Rs 2.51 | Rs 0.63 |
| | 1935-36 | 5,38,82,112 | 1,39,05,984 | 3,99,76,128 | 3.16 | 2.45 | 0.71 |
| Bombay, Baroda and Central India | 1934-35 | 3,85,77,162 | 1,69,96,203 | 2,15,80,959 | 4.28 | 2.86 | 1.42 |
| | 1935-36 | 3,58,20,916 | 1,59,15,736 | 1,99,05,180 | 4.30 | 2.65 | 1.65 |
| Eastern Bengal | 1934-35 | 2,84,74,949 | 1,50,11,694 | 1,34,63,255 | 2.75 | 2.86 | —0.11 |
| | 1935-36 | 2,97,86,981 | 1,72,43,714 | 1,25,43,267 | 2.63 | 3.19 | —0.56 |
| East Indian | 1934-35 | 11,40,52,863 | 3,80,12,591 | 7,60,40,272 | 3.49 | 2.32 | 1.17 |
| | 1935-36 | 11,28,25,391 | 3,84,19,731 | 7,44,05,660 | 3.44 | 2.29 | 1.15 |
| Great Indian Peninsula | 1934-35 | 8,85,13,124 | 4,08,12,703 | 4,77,00,421 | 2.74 | 2.74 | Nil |
| | 1935-36 | 8,79,00,419 | 4,07,46,702 | 4,71,53,717 | 2.85 | 2.73 | 0.12 |
| Madras and Southern Mahratta | 1934-35 | 2,46,01,776 | 1,14,35,879 | 1,31,65,897 | 3.94 | 2.73 | 1.21 |
| | 1935-36 | 2,48,17,157 | 1,08,54,065 | 1,39,63,092 | 3.84 | 2.58 | 1.26 |
| Nizam's State | 1934-35 | 67,09,329 | 23,91,862 | 43,17,467 | 4.25 | 2.55 | 1.70 |
| | 1935-36 | 67,74,067 | 24,12,751 | 43,61,316 | 4.67 | 2.75 | 1.92 |
| North Western | 1934-35 | †11,22,39,845 | †5,25,76,273 | †5,96,63,572 | 3.84 | †3.73 | †0.11 |
| | 1935-36 | 10,74,43,942 | 5,00,76,458 | 5,73,67,484 | 3.77 | 3.43 | 0.34 |
| South Indian | 1934-35 | 90,22,456 | 53,99,647 | 36,22,809 | 2.96 | 2.26 | 0.70 |
| | 1935-36 | 98,71,903 | 57,27,808 | 41,44,095 | 2.66 | 2.15 | 0.51 |
| 3' 3½" GAUGE. | | | | | | | |
| Assam-Bengal | 1934-35 | 1,22,64,140 | 48,40,656 | 74,23,484 | 4.16 | 3.17 | 0.99 |
| | 1935-36 | 1,28,50,356 | 55,37,218 | 73,13,138 | 3.78 | 3.15 | 0.63 |
| Bengal and North-Western | 1934-35 | 1,46,23,926 | 62,94,542 | 83,29,384 | 3.00 | 1.00 | 2.00 |
| | 1935-36 | 1,53,84,756 | 72,18,460 | 81,66,296 | 3.00 | 1.00 | 2.00 |
| Bombay, Baroda and Central India | 1934-35 | 2,65,17,505 | 1,15,29,331 | 1,49,88,174 | 4.21 | 2.47 | 1.74 |
| | 1935-36 | 2,71,27,634 | 1,14,47,300 | 1,56,80,334 | 4.29 | 2.48 | 1.81 |
| Burma | 1934-35 | 2,76,84,778 | 99,73,607 | 1,77,11,171 | 2.55 | 2.53 | 0.02 |
| | 1935-36 | 2,74,46,501 | 1,03,48,309 | 1,70,98,192 | 2.47 | 2.46 | 0.01 |
| Eastern Bengal | 1934-35 | 1,37,04,186 | 67,28,801 | 69,75,385 | 2.80 | 2.79 | 0.01 |
| | 1935-36 | 1,33,45,824 | 69,47,466 | 63,98,358 | 2.65 | 2.55 | 0.10 |
| Jodhpur | 1934-35 | 49,91,682 | 19,55,866 | 30,35,816 | 5.00 | 2.33 | 2.67 |
| | 1935-36 | 58,73,686 | 22,88,763 | 35,84,923 | 4.65 | 2.32 | 2.33 |
| Madras and Southern Mahratta | 1934-35 | 1,77,46,195 | 72,37,488 | 1,05,08,707 | 2.64 | 1.90 | 0.74 |
| | 1935-36 | 1,79,99,459 | 77,61,457 | 1,02,38,002 | 2.51 | 1.98 | 0.53 |
| Nizam's State | 1934-35 | 48,44,289 | 23,36,224 | 25,08,065 | 2.81 | 2.22 | 0.59 |
| | 1935-36 | 49,73,596 | 24,64,061 | 25,09,535 | 2.99 | 2.46 | 0.53 |
| Rohilkund and Kumaon | 1934-35 | 30,15,907 | 13,83,646 | 16,32,261 | 2.69 | 1.38 | 1.31 |
| | 1935-36 | 28,66,046 | 13,13,283 | 15,52,763 | 2.62 | 1.29 | 1.33 |
| South Indian | 1934-35 | 2,11,72,792 | 1,31,15,261 | 80,57,531 | 2.60 | 1.76 | 0.84 |
| | 1935-36 | 2,17,17,146 | 1,39,01,000 | 78,16,146 | 2.25 | 1.84 | 0.41 |

* The results in columns 6 to 17 exclude steam boat

* Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

† Revised figures.

for the years 1934-35 and 1935-36.

changed from 5½ to 4½ per cent. per annum with effect from the year 1933-34.

| § Goods Traffic. | | | | | | | | | Railway. |
|------------------------------|---|---|---|--|--|---|--|---|-----------------------------------|
| Goods earning per train mile | Cost of hauling a goods train one mile. | Profit on working a goods train one mile. | Earnings per goods wagon per mile (excluding brakes). | Cost of hauling a goods wagon one mile | Profit on working a goods wagon one mile | Cost of hauling a goods unit (viz., one ton) one mile | Cost of hauling a goods unit (viz., one ton) one mile (including interest on capital expended on open line at the rate of 4½ per cent. per annum) (see note under the heading) | Profit on working a goods unit (viz., one ton) one mile | |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | |
| Rs. | Rs. | Rs. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | 5' 6" GAUGE. |
| 8.57 | 5.45 | 3.12 | 40.6 | 25.9 | 14.7 | 2.70 | 4.45 | 1.53 | Bengal Nagpur. |
| 8.44 | 5.32 | 3.12 | 40.1 | 25.3 | 14.8 | 2.60 | 4.19 | 1.52 | |
| 16.1 | 8.78 | 7.29 | 67.4 | 36.8 | 30.6 | 4.14 | 6.78 | 3.50 | Bombay, Baroda and Central India. |
| 16.6 | 8.18 | 8.37 | 68.3 | 33.8 | 34.5 | 3.81 | 6.45 | 3.95 | |
| 10.2 | 6.30 | 3.90 | 45.1 | 27.7 | 17.4 | 4.32 | 6.67 | 2.45 | Eastern Bengal. |
| 10.8 | 6.89 | 3.91 | 48.1 | 30.7 | 17.4 | 4.85 | 7.38 | 2.38 | |
| 9.76 | 5.83 | 3.93 | 37.9 | 22.6 | 15.3 | 2.43 | 3.78 | 1.63 | East Indian. |
| 9.59 | 5.68 | 3.91 | 37.6 | 22.3 | 15.3 | 2.43 | 3.79 | 1.66 | |
| 12.0 | 6.93 | 5.11 | 53.2 | 30.6 | 22.6 | 3.65 | 5.67 | 2.67 | Great Indian Peninsula |
| 12.4 | 6.88 | 5.48 | 54.7 | 30.4 | 24.3 | 3.59 | 5.58 | 2.83 | |
| 12.0 | 6.28 | 5.67 | 52.5 | 27.6 | 24.9 | 3.64 | 6.02 | 3.28 | Madras and Southern Mah-ratta. |
| 10.9 | 6.06 | 4.83 | 47.0 | 26.2 | 20.8 | 3.39 | 5.59 | 2.69 | |
| 10.9 | 4.91 | 6.03 | 58.6 | 26.3 | 32.3 | 3.00 | ††5.78 | 3.64 | Nizam's State. |
| 10.7 | 5.01 | 5.69 | 57.5 | 27.0 | 30.5 | 3.14 | ††6.08 | 3.53 | |
| 11.9 | †7.37 | †4.48 | 53.9 | †33.5 | †20.4 | †4.54 | †5.91 | †2.72 | North Western. |
| 12.0 | 6.90 | 5.09 | 54.6 | 31.4 | 23.2 | 4.27 | 6.82 | 3.13 | |
| 11.6 | 4.30 | 7.34 | 76.8 | 28.4 | 48.4 | 3.87 | 6.12 | 6.53 | South Indian. |
| 11.5 | 4.58 | 7.12 | 72.0 | 27.5 | 44.5 | 3.83 | 5.98 | 5.61 | |
| 5.20 | 3.40 | 1.80 | 36.2 | 23.6 | 12.6 | 5.00 | 9.62 | 2.59 | 3' 3½" GAUGE. |
| 4.46 | 3.43 | 1.03 | 33.3 | 25.6 | 7.70 | 5.67 | 10.7 | 1.66 | |
| 5.00 | 2.00 | 3.00 | 28.0 | 12.0 | 16.0 | 2.00 | 4.03 | 4.37 | Assam-Bengal. |
| 6.00 | 2.00 | 4.00 | 30.0 | 13.0 | 17.0 | 2.00 | 4.02 | 4.53 | |
| 9.05 | 4.57 | 4.48 | 41.6 | 21.0 | 20.6 | 4.21 | 5.92 | 4.14 | Bengal and North-Western. |
| 8.72 | 4.55 | 4.17 | 40.7 | 21.2 | 19.5 | 4.35 | 6.07 | 3.99 | |
| 7.65 | 5.11 | 2.54 | 42.5 | 28.4 | 14.1 | 5.03 | 7.82 | 2.49 | Bombay, Baroda and Central India. |
| 7.34 | 5.04 | 2.30 | 41.9 | 28.7 | 13.2 | 5.11 | 7.96 | 2.34 | |
| 7.08 | 4.69 | 2.39 | 32.7 | 21.7 | 11.0 | 5.40 | †8.51 | 2.72 | Burma. |
| 7.13 | 4.19 | 2.94 | 33.7 | 19.8 | 13.9 | 4.87 | †7.74 | 3.38 | |
| 6.26 | 3.20 | 3.06 | 31.7 | 16.2 | 15.5 | 4.05 | 5.88 | 3.88 | Eastern Bengal. |
| 5.85 | 3.35 | 2.50 | 28.5 | 16.3 | 12.2 | 4.08 | 5.67 | 3.05 | |
| 6.32 | 3.17 | 3.15 | 44.3 | 22.3 | 22.1 | 4.73 | 7.42 | 4.68 | Jodhpur. |
| 6.34 | 3.29 | 3.05 | 44.4 | 23.1 | 21.3 | 5.01 | 7.83 | 4.63 | |
| 9.63 | 5.43 | 4.20 | 52.8 | 29.8 | 23.0 | 5.33 | ** | 4.08 | Madras and Southern Mah-ratta. |
| 9.86 | 5.59 | 4.27 | 56.9 | 32.3 | 24.6 | 5.69 | ** | 4.29 | |
| 5.38 | 2.16 | 3.22 | 43.4 | 17.4 | 26.0 | 3.13 | 5.24 | 4.63 | Nizam's State. |
| 5.34 | 2.04 | 3.30 | 42.6 | 16.3 | 26.3 | 2.97 | 5.10 | 4.79 | |
| 7.44 | 3.60 | 3.84 | 42.1 | 20.3 | 21.8 | 5.07 | 8.56 | 5.33 | Rohilkund and Kumaon. |
| 7.18 | 3.60 | 3.53 | 40.5 | 20.5 | 20.0 | 5.02 | 8.51 | 4.81 | |
| 7.18 | 3.60 | 3.53 | 40.5 | 20.5 | 20.0 | 5.02 | 8.51 | 4.81 | South Indian. |

earnings and expenses.

sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.

† Metro and Narrow gauges combined.

** Included in Broad gauge.

†† Broad and Metro gauges combined.

16.—Statement of ton mileage of Class I Railways for the years 1934-35 and 1935-36.

(In thousands.)

| Railway. | Year. | *Net or freight ton miles (goods and proportion of mixed). | Gross ton miles (excluding weight of engine and departmental). | | Gross ton miles (including weight of engine but excluding departmental). | | Gross ton miles (including weight of engine and departmental). | | |
|--|--------------|--|--|--------------------------------|--|--------------------------------|--|--------------------------------|---------|
| | | | Passenger and proportion of mixed. | Goods and proportion of mixed. | Passenger and proportion of mixed. | Goods and proportion of mixed. | Passenger and proportion of mixed. | Goods and proportion of mixed. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | |
| 5' 6" GAUGE. | | | | | | | | | |
| Bengal-Nagpur | 1934-35 | 2,581,843 | 1,689,015 | 5,113,917 | 2,316,306 | 5,913,072 | 2,330,135 | 6,086,986 | |
| | 1935-36 | 2,912,581 | 1,728,726 | 5,717,774 | 2,366,342 | 6,633,955 | 2,382,097 | 6,847,917 | |
| Bombay, Baroda and Central India | 1934-35 | 981,056 | 1,067,306 | 2,071,556 | 1,482,910 | 2,327,882 | 1,485,905 | 2,399,744 | |
| | 1935-36 | 994,461 | 1,008,082 | 2,104,890 | 1,520,776 | 2,359,225 | 1,523,891 | 2,408,738 | |
| Eastern Bengal | 1934-35 | 464,262 | 1,425,363 | 1,082,534 | 1,915,238 | 1,226,276 | 1,919,818 | 1,721,791 | |
| | 1935-36 | 415,765 | 1,472,283 | 984,043 | 1,979,371 | 1,120,031 | 1,987,007 | 1,445,371 | |
| East Indian | 1934-35 | 5,923,040 | 4,992,694 | 11,852,842 | 6,828,257 | 13,375,333 | 6,906,030 | 13,814,802 | |
| | 1935-36 | 5,808,297 | 5,117,587 | 11,710,902 | 6,986,157 | 13,265,015 | 7,064,286 | 13,681,065 | |
| Great Indian Peninsula { Steam | 1934-35 | 2,227,466 | 2,962,849 | 4,775,509 | 4,003,036 | 5,442,517 | 4,005,539 | 5,524,293 | |
| | 1935-36 | 2,241,545 | 3,017,219 | 4,782,131 | 4,065,011 | 5,460,438 | 4,067,418 | 5,536,007 | |
| | Electric § . | 1934-35 | 263,498 | 530,452 | 557,243 | 714,103 | 638,069 | 714,267 | 652,308 |
| | | 1935-36 | 267,101 | 538,275 | 571,741 | 719,304 | 653,059 | 719,548 | 665,025 |
| Madras and Southern Mahratta | 1934-35 | 682,527 | 1,121,464 | 1,557,889 | 1,595,972 | 1,804,846 | 1,613,052 | 1,857,074 | |
| | 1935-36 | 782,387 | 1,123,545 | 1,771,371 | 1,605,930 | 2,046,933 | 1,623,334 | 2,088,320 | |
| Nizam's State | 1934-35 | 274,435 | 271,766 | 560,182 | 389,369 | 681,799 | 390,039 | 704,045 | |
| | 1935-36 | 261,216 | 268,069 | 551,697 | 379,854 | 664,862 | 380,356 | 687,537 | |
| North Western | 1934-35 | 2,441,519 | 4,286,155 | 5,422,097 | 5,764,986 | 6,288,114 | 5,776,045 | 6,554,658 | |
| | 1935-36 | 2,461,914 | 4,431,745 | 5,578,178 | 5,910,463 | 6,489,471 | 5,922,161 | 6,781,415 | |
| South Indian | 1934-35 | 168,578 | †553,708 | 396,457 | †808,100 | 472,023 | †809,093 | 500,594 | |
| | 1935-36 | 196,059 | †583,960 | 466,705 | †866,358 | 553,096 | †867,005 | 583,401 | |
| TOTAL 5' 6" GAUGE { Steam | 1934-35 | 15,744,726 | 18,370,320 | 32,832,983 | 25,104,174 | 37,531,862 | 25,235,656 | 39,163,987 | |
| | 1935-36 | 16,080,205 | 18,841,246 | 33,667,691 | 25,680,271 | 38,593,029 | 25,817,555 | 40,062,771 | |
| | Electric § . | 1934-35 | 263,498 | 530,452 | 557,243 | 714,103 | 638,069 | 714,267 | 652,308 |
| | | 1935-36 | 267,101 | 538,275 | 571,741 | 719,304 | 653,059 | 719,548 | 665,025 |
| 3' 3½" GAUGE. | | | | | | | | | |
| Assam Bengal | 1934-35 | 270,920 | 404,919 | 595,405 | 473,287 | 691,721 | 474,596 | 727,767 | |
| | 1935-36 | 234,050 | 423,686 | 533,915 | 499,538 | 627,951 | 500,810 | 661,519 | |
| Bengal and North Western | 1934-35 | 602,398 | 801,722 | 1,144,080 | 1,047,546 | 1,310,658 | ††1,118,561 | 1,480,159 | |
| | 1935-36 | 584,521 | 875,346 | 1,102,704 | 1,144,776 | 1,260,737 | †1,222,188 | 1,382,670 | |
| Bombay, Baroda and Central India | 1934-35 | 677,160 | 920,184 | 1,324,270 | 1,188,099 | 1,512,517 | 1,189,038 | 1,545,754 | |
| | 1935-36 | 687,283 | 894,434 | 1,361,830 | 1,164,257 | 1,563,572 | 1,164,986 | 1,595,779 | |
| Burma | 1934-35 | 650,510 | 634,158 | 1,229,501 | 902,539 | 1,489,974 | 903,876 | 1,605,107 | |
| | 1935-36 | 612,191 | 641,289 | 1,166,528 | 931,235 | 1,415,779 | 933,085 | 1,541,707 | |

* Excluding traffic carried in departmental trains.

§ Excluding electric multiple unit suburban trains

† Includes 64,000 miles on account of engine power supplied by the R. & K. Rly.

†† Includes 67,000 miles on account of engine power supplied by the R. & K. Rly.

‡ Includes 73,700 & 70,220 thousands of gross Ton miles of running power trains for 1934-35 & 1935-36 respectively.

16.—Statement of ton mileage of Class I Railways for the years 1934-35 and 1935-36—concl'd.

| Railway | Year. | (In thousands.) | | | | | | |
|----------------------------------|---------|--|---|-------------------------------|---|-------------------------------|--|--------------------------------|
| | | *Net or freight ton miles (goods and proportion of mixed). | Gross ton miles (excluding weight of engine and departmental) | | Gross ton miles (including weight of engine but excluding departmental) | | Gross ton miles (including weight of engine and departmental). | |
| | | | Passenger and proportion of mixed | Goods and proportion of mixed | Passenger and proportion of mixed | Goods and proportion of mixed | Passenger and proportion of mixed | Goods and proportion of mixed. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 3' 3½" GAUGE—concl'd. | | | | | | | | |
| Eastern Bengal | 1934-35 | 238,902 | 516,226 | 564,461 | 663,989 | 650,562 | 665,419 | 689,804 |
| | 1935-36 | 248,982 | 586,861 | 587,799 | 753,096 | 678,220 | 755,647 | 695,923 |
| Jodhpur | 1934-35 | 140,551 | 185,088 | 299,933 | 235,331 | 357,123 | 235,528 | 365,578 |
| | 1935-36 | 151,142 | 209,846 | 322,330 | 268,284 | 380,795 | 268,726 | 420,909 |
| Madras and Southern Mahratta | 1934-35 | 419,861 | 573,223 | 937,516 | 825,409 | 1,176,484 | 827,940 | 1,202,155 |
| | 1935-36 | 383,759 | 594,873 | 875,415 | 849,144 | 1,096,144 | 854,364 | 1,126,977 |
| Nizam's State | 1934-35 | 88,100 | 143,895 | 181,769 | 213,528 | 217,336 | 213,704 | 229,423 |
| | 1935-36 | 82,048 | 143,754 | 168,105 | 211,278 | 202,099 | 211,618 | 215,524 |
| Rohilkund and Kumaon | 1934-35 | 93,596 | 141,574 | 168,143 | 194,287 | 204,311 | (a) 196,207 | 231,549 |
| | 1935-36 | 94,324 | 142,376 | 172,258 | 196,154 | 209,196 | 198,189 | 234,418 |
| South Indian | 1934-35 | 284,638 | 930,987 | 655,178 | 1,300,918 | 772,856 | 1,301,958 | 831,704 |
| | 1935-36 | 274,183 | 900,008 | 628,012 | 1,277,821 | 738,392 | 1,278,398 | 801,915 |
| TOTAL 3' 3½" GAUGE | 1934-35 | 3,466,636 | 6,251,976 | 7,100,256 | 7,014,933 | 8,383,542 | (a) 7,126,827 | 8,908,998 |
| | 1935-36 | 3,352,483 | 6,412,473 | 6,918,896 | 7,295,583 | 8,172,885 | 7,388,011 | 8,677,341 |
| 2' 6" & 2' 0" GAUGES | | | | | | | | |
| Bengal Nagpur | 1934-35 | 41,747 | 121,133 | 103,565 | 174,555 | 136,992 | 174,845 | 118,331 |
| | 1935-36 | 41,775 | 119,565 | 104,142 | 173,358 | 138,628 | 173,522 | 149,227 |
| Bombay, Baroda and Central India | 1934-35 | 4,554 | 14,580 | 10,119 | 22,165 | 13,329 | 22,465 | 14,010 |
| | 1935-36 | 4,976 | 15,183 | 10,881 | 23,121 | 14,293 | 23,127 | 15,582 |
| Eastern Bengal | 1934-35 | 47 | 4,751 | 180 | 6,147 | 236 | 6,148 | 302 |
| | 1935-36 | 64 | 4,405 | 239 | 5,711 | 313 | 5,711 | 313 |
| Great Indian Peninsula | 1934-35 | 5,611 | 17,584 | 14,708 | 28,850 | 24,376 | 28,850 | 27,94 |
| | 1935-36 | 5,453 | 20,516 | 15,013 | 32,145 | 25,519 | 32,166 | 27,900 |
| North Western | 1934-35 | 18,602 | 46,069 | 52,534 | 74,393 | 81,904 | 74,542 | 86,267 |
| | 1935-36 | 19,689 | 47,814 | 54,291 | 73,798 | 84,595 | 73,961 | 88,101 |
| South Indian | 1934-35 | 1,646 | 7,047 | 3,945 | 11,417 | 5,653 | 11,417 | 5,749 |
| | 1935-36 | 1,378 | 6,885 | 3,453 | 11,729 | 5,173 | 11,730 | 6,261 |
| TOTAL 2' 6" AND 2' 0" GAUGES | 1934-35 | 72,207 | 211,164 | 185,051 | 317,827 | 262,490 | 318,267 | 282,153 |
| | 1935-36 | 73,335 | 214,368 | 188,019 | 319,862 | 268,521 | 320,217 | 286,384 |
| TOTAL CLASS I RAILWAYS | 1934-35 | 19,283,569 | 23,833,460 | 40,118,290 | 32,466,934 | 46,177,894 | (a) 32,680,750 | 48,355,138 |
| | 1935-36 | 19,506,023 | 24,468,087 | 40,774,606 | 33,295,716 | 47,034,435 | 33,525,783 | 49,026,406 |
| | 1934-35 | 263,498 | 530,452 | 557,243 | 714,103 | 638,069 | 714,267 | 652,308 |
| | 1935-36 | 267,101 | 538,275 | 571,741 | 719,304 | 653,059 | 719,548 | 665,025 |

* See remarks on page 118.

‡ See remarks on page 118.

(a) Revised figures.

17.—Statement of Train and Engine ‡ Mileage of Class I Railways for the years 1934-35 and 1935-36
(In thousands).

| Railways. | Year. | TRAIN MILES | | | | | | | | | | | | |
|--|---------|-----------------|----------------|------------------|---------------------------|-----------------------------------|----------------------|---------------------------|---|---|-----------------------------|---------------------------------------|--------|-----------------------------|
| | | Passen- ger. | Goods. | | | Passen- ger and proportion. | Mixed. | | Passen- ger and proportion of mixed. (Cols. 3 +7). | Goods and proportion of mixed. (Cols. 6 +8). | Total (Cols. 10 +11). | Departmental. | | |
| | | | Main lines. | Branch lines. | Total (Cols. 4 +5). | | Goods proportion. | Total (Cols. 7 +8). | | | | Passen- ger and total mixed. | Goods. | Total (Cols. 13 +14). |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 5' 6" GAUGE. | | | | | | | | | | | | | | |
| Bengal-Nagpur | 1934-35 | 5,458 | 3,644 | 2,490 | 6,134 | 107 | 241 | 348 | 5,565 | 6,375 | 11,940 | 30 | 356 | 386 |
| | 1935-36 | 5,533 | 4,046 | 2,819 | 6,865 | 113 | 232 | 345 | 5,646 | 7,097 | 12,743 | 36 | 418 | 454 |
| Bombay, Baroda and Central India | 1934-35 | 3,564 | 1,544 | 259 | 1,803 | 262 | 589 | 851 | 3,826 | 2,392 | 6,218 | 13 | 67 | 80 |
| | 1935-36 | 3,583 | 1,542 | 261 | 1,803 | 280 | 578 | 858 | 3,863 | 2,381 | 6,244 | 13 | 52 | 65 |
| Eastern Bengal | 1934-35 | 5,088 | 1,220 | 149 | 1,369 | 154 | 79 | 233 | 5,242 | 1,448 | 6,690 | 8 | 688 | 696 |
| | 1935-36 | 5,245 | 1,144 | 138 | 1,282 | 152 | 117 | 269 | 5,397 | 1,399 | 6,796 | 8 | 423 | 431 |
| East Indian | 1934-35 | 14,953 | 9,938 | 2,092 | 12,030 | 1,265 | 271 | 1,536 | 16,248 | 12,301 | 28,549 | 171 | 750 | 921 |
| | 1935-36 | 15,297 | 9,952 | 2,160 | 12,112 | 1,326 | 265 | 1,591 | 16,623 | 12,377 | 29,000 | 172 | 720 | 892 |
| Great Indian Peninsula { Steam | 1934-35 | 9,493 | 3,867 | 1,808 | 5,675 | 684 | 257 | 941 | 10,177 | 5,932 | 16,109 | 13 | 345 | 358 |
| | 1935-36 | 9,511 | 3,903 | 1,814 | 5,717 | 692 | 258 | 950 | 10,203 | 5,975 | 16,178 | 14 | 278 | 292 |
| | 1934-35 | 1,561 | 559 | Nil | 559 | Nil | Nil | Nil | 1,561 | 559 | 2,120 | Nil | 51 | 51 |
| | 1935-36 | 1,544 | 566 | Nil | 566 | Nil | Nil | Nil | 1,544 | 566 | 2,110 | 1 | 33 | 34 |
| Madras and Southern Mahratta | 1934-35 | 3,987 | 1,333 | 389 | 1,722 | 155 | 234 | 389 | 4,142 | 1,956 | 6,098 | 49 | 137 | 186 |
| | 1935-36 | 4,033 | 1,579 | 388 | 1,5 | 133 | 220 | 353 | 4,166 | 2,187 | 6,353 | 39 | 116 | 155 |
| Nizam's State | 1934-35 | 737 | 555 | 1 | 556 | 197 | 250 | 447 | 934 | 806 | 1,740 | 2 | 72 | 74 |
| | 1935-36 | 692 | 557 | Nil | 557 | 185 | 236 | 421 | 877 | 793 | 1,670 | 1 | 78 | 79 |
| North Western | 1934-35 | 10,197 | 5,100 | 869 | 5,969 | 3,866 | 1,739 | 5,605 | 14,063 | 7,708 | 21,771 | 33 | 383 | 416 |
| | 1935-36 | 10,574 | 5,212 | 874 | 6,086 | 3,973 | 1,866 | 5,839 | 14,547 | 7,952 | 22,499 | 40 | 363 | 403 |
| South Indian | 1934-35 | 2,466 | 494 | 115 | 609 | 113 | 86 | 199 | 2,579 | 695 | 3,274 | 1 | 147 | 148 |
| | 1935-36 | 2,735 | 489 | 192 | 681 | 121 | 84 | 205 | 2,856 | 765 | 3,621 | 1 | 181 | 182 |
| Total 5' 6" gauge { Steam | 1934-35 | 55,973 | 27,695 | 8,172 | 38,865 | 6,803 | 3,746 | 10,549 | 62,776 | 39,613 | 102,389 | 320 | 2,945 | 3,265 |
| | 1935-36 | 57,203 | 28,424 | 8,646 | 37,070 | 6,975 | 3,856 | 10,831 | 64,178 | 40,926 | 105,104 | 324 | 2,629 | 2,953 |
| | 1934-35 | 1,561 | 559 | Nil | 559 | Nil | Nil | Nil | 1,561 | 559 | 2,120 | Nil | 51 | 51 |
| | 1935-36 | 1,544 | 566 | Nil | 566 | Nil | Nil | Nil | 1,544 | 566 | 2,110 | 1 | 33 | 34 |
| 3' 3½" GAUGE. | | | | | | | | | | | | | | |
| Assam Bengal | 1934-35 | 3 | 116 | 285 | 401 | 1,518 | 1,593 | 3,111 | 1,521 | 1,994 | 3,515 | 7 | 186 | 193 |
| | 1935-36 | 96 | 76 | 286 | 362 | 1,655 | 1,624 | 3,279 | 1,751 | 1,986 | 3,737 | 7 | 145 | 152 |
| Bengal and North-Western | 1934-35 | 3,921 | 1,313 | 1,116 | 2,429 | 962 | 762 | 1,724 | 4,883 | 3,191 | 8,074 | 17 | 494 | 511 |
| | 1935-36 | 4,272 | 1,219 | 1,079 | 2,298 | 1,063 | 723 | 1,776 | 5,325 | 3,021 | 8,346 | 13 | 425 | 438 |
| Bombay, Baroda and Central India | 1934-35 | 3,777 | 1,248 | 1,078 | 2,326 | 885 | 899 | 1,784 | 4,662 | 3,225 | 7,887 | 6 | 56 | 62 |
| | 1935-36 | 3,708 | 1,286 | 1,089 | 2,375 | 901 | 1,019 | 1,920 | 4,609 | 3,394 | 8,003 | 4 | 53 | 57 |
| Burma | 1934-35 | 1,254 | 1,380 | 537 | 1,197 | 2,687 | 1,208 | 3,895 | 3,941 | 3,125 | 7,066 | 15 | 332 | 347 |
| | 1935-36 | 1,304 | 1,310 | 491 | 1,801 | 2,895 | 1,249 | 4,144 | 4,199 | 3,050 | 7,249 | 14 | 340 | 354 |

‡ Excluding electric multiple unit suburban trains.

17 —Statement of Train and Engine ‡ Mileage of Class I Railways for the years 1934-35 and 1935-36.
(In thousands)—contd.

| Railways. | Year. | TRAIN MILES. | | | | | | | | | | | | | |
|--|---------|-----------------|----------------|------------------|---------------------------|------------------------------------|---------------------------|---------------------------|---|---|-----------------------------|---------------------------------------|--------|-----------------------------|--|
| | | Passen- ger. | Goods. | | | Mixed. | | | Passen- ger and propor- tion of mixed. (Cols. 3+7.) | Goods and propor- tion of mixed. (Cols. 6+8.) | Total. (Cols. 10+11.) | Departmental. | | | |
| | | | Main lines. | Branch lines. | Total. (Cols. 4+5.) | Passen- ger propor- tion. | Goods propor- tion. | Total. (Cols. 7+8.) | | | | Passen- ger and total mixed. | Goods. | Total. (Cols. 13+14.) | |
| | | | | | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| 3' 3 3/4" GAUGE—concd. | | | | | | | | | | | | | | | |
| Eastern Bengal | 1934-35 | 2,061 | 7,015 | 74 | 1,119 | 343 | 263 | 606 | 2,404 | 1,382 | 3,786 | 5 | 106 | 111 | |
| | 1935-36 | 2,214 | 1,063 | 93 | 1,156 | 502 | 309 | 811 | 2,716 | 1,465 | 4,181 | 8 | 64 | 72 | |
| Jodhpur | 1934-35 | 380 | 384 | 21 | 405 | 459 | 516 | 975 | 839 | 921 | 1,760 | 2 | 27 | 29 | |
| | 1935-36 | 493 | 439 | 36 | 475 | 489 | 488 | 977 | 982 | 963 | 1,945 | 3 | 107 | 110 | |
| Madras and Southern Mahratta | 1934-35 | 3,297 | 1,588 | 684 | 2,272 | 495 | 879 | 1,374 | 3,792 | 3,151 | 6,943 | 13 | 158 | 171 | |
| | 1935-36 | 3,102 | 1,472 | 686 | 2,158 | 510 | 768 | 1,278 | 3,912 | 2,926 | 6,838 | 12 | 184 | 196 | |
| Nizam's State | 1934-35 | 946 | 375 | Nil | 375 | 107 | 52 | 159 | 1,053 | 427 | 1,480 | 1 | 35 | 36 | |
| | 1935-36 | 889 | 356 | Nil | 356 | 111 | 48 | 159 | 1,000 | 404 | 1,404 | 2 | 44 | 46 | |
| Rohilkund and Kumaon | 1934-35 | 635 | 212 | 9 | 221 | 361 | 465 | 826 | 296 | 686 | 1,682 | 8 | 70 | 78 | |
| | 1935-36 | 654 | 215 | 10 | 225 | 359 | 470 | 829 | 1,013 | 695 | 1,708 | 8 | 65 | 73 | |
| South Indian | 1934-35 | 6,035 | 1,032 | 330 | 1,362 | 567 | 423 | 990 | 6,602 | 1,785 | 8,387 | 2 | 456 | 458 | |
| | 1935-36 | 6,197 | 1,050 | 218 | 1,268 | 560 | 408 | 968 | 6,757 | 1,676 | 8,433 | 2 | 495 | 497 | |
| Total 3' 3 3/4" Gauge | 1934-35 | 22,309 | 8,693 | 4,134 | 12,827 | 8,384 | 7,060 | 15,444 | 6,693 | 19,887 | 50,580 | 76 | 1,920 | 1,996 | |
| | 1935-36 | 23,229 | 8,486 | 3,988 | 12,474 | 9,035 | 7,106 | 16,141 | 32,264 | 19,580 | 51,844 | 73 | 1,922 | 1,995 | |
| 2' 6" & 2' 0" GAUGES. | | | | | | | | | | | | | | | |
| | | | Total | | | | | | Total | | | | | | |
| Bengal-Nagpur | 1934-35 | 674 | 367 | | | 352 | 252 | 604 | 1,026 | 619 | 1,645 | 67 | | | |
| | 1935-36 | 730 | 391 | | | 300 | 254 | 554 | 1,030 | 645 | 1,675 | 48 | | | |
| Bombay, Baroda and Central India | 1934-35 | 106 | 6 | | | 171 | 107 | 278 | 277 | 113 | 390 | 4 | | | |
| | 1935-36 | 106 | 5 | | | 173 | 111 | 287 | 279 | 119 | 398 | 6 | | | |
| Eastern Bengal | 1934-35 | 71 | Nil | | | 40 | 4 | 44 | 111 | 4 | 115 | 2 | | | |
| | 1935-36 | 70 | Nil | | | 34 | 6 | 40 | 104 | 6 | 110 | Nil | | | |
| Great Indian Peninsula | 1934-35 | 1 | Nil | | | 236 | 205 | 441 | 237 | 205 | 442 | 20 | | | |
| | 1935-36 | 1 | Nil | | | 237 | 216 | 453 | 238 | 216 | 454 | 17 | | | |
| North Western | 1934-35 | 124 | 349 | | | 387 | 233 | 620 | 511 | 582 | 1,093 | 29 | | | |
| | 1935-36 | 118 | 358 | | | 376 | 240 | 616 | 494 | 598 | 1,092 | 30 | | | |
| South Indian | 1934-35 | Nil | Nil | | | 111 | 42 | 153 | 111 | 42 | 153 | 2 | | | |
| | 1935-36 | Nil | Nil | | | 122 | 43 | 165 | 122 | 43 | 165 | 1 | | | |
| Total 2' 6" and 2' 0" Gauges | 1934-35 | 976 | 722 | | | 1,297 | 843 | 2,140 | 2,273 | 1,565 | 3,838 | 114 | | | |
| | 1935-36 | 1,025 | 754 | | | 1,242 | 873 | 2,115 | 2,267 | 1,627 | 3,894 | 92 | | | |
| Total Class I Railways | 1934-35 | 79,258 | 49,416 | | | 16,481 | 11,649 | 28,133 | 95,742 | 61,065 | 156,807 | 5,375 | | | |
| | 1935-36 | 81,457 | 50,298 | | | 17,252 | 11,835 | 29,087 | 98,709 | 62,133 | 160,842 | 5,040 | | | |
| | Steam | 1934-35 | 1,561 | 559 | | | Nil | Nil | Nil | 1,561 | 559 | 2,120 | 51 | | |
| | | 1935-36 | 1,544 | 566 | | | Nil | Nil | Nil | 1,544 | 566 | 2,110 | 34 | | |
| Electric | 1934-35 | | | | | | | | | | | | | | |
| | 1935-36 | | | | | | | | | | | | | | |

‡ Excluding electric multiple unit suburban trains.

17.—Statement of Train and Engine † Mileage of Class I

| Railway. | Year. | SHUNTING MILES. | | | | | | OTHER | | | |
|------------------------------------|---------|------------------------------------|----------------|-----------------------|--------------------------------|----------------|-----------------------|------------------------------------|---------------------------|--------|---------------------------------|
| | | Passenger and proportion of mixed. | | | Goods and proportion of mixed. | | | Passenger and proportion of mixed. | | | |
| | | Shunting Engines. | Train Engines. | Total. (Cols. 18+19.) | Shunting Engines. | Train Engines. | Total. (Cols. 21+22.) | Assist- ing required. | Assist- ing not required. | Light. | Total Other. (Cols. 24+25 +26.) |
| | | | | | | | | | | | |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 5' 6" GAUGE. | | | | | | | | | | | |
| Bengal Nagpur | 1934-35 | 251 | 40 | 291 | 2,423 | 432 | 2,855 | 5 | 6 | 58 | 69 |
| | 1935-36 | 235 | 36 | 271 | 2,535 | 444 | 2,979 | 7 | 3 | 63 | 73 |
| Bombay, Baroda & Central India | 1934-35 | 135 | 6 | 141 | 778 | 67 | 845 | Nil | 1 | 148 | 149 |
| | 1935-36 | 145 | 11 | 156 | 755 | 90 | 845 | 1 | 1 | 157 | 159 |
| Eastern Bengal | 1934-35 | 330 | 46 | 376 | 756 | 86 | 842 | Nil | 1 | 26 | 27 |
| | 1935-36 | 330 | 54 | 384 | 727 | 85 | 812 | Nil | 1 | 36 | 37 |
| East Indian | 1934-35 | 756 | 22 | 778 | 3,763 | 334 | 4,097 | 71 | 78 | 458 | 607 |
| | 1935-36 | 765 | 18 | 783 | 3,820 | 352 | 4,178 | 88 | 98 | 487 | 673 |
| Great Indian Peninsula | 1934-35 | 216 | 12 | 228 | 1,875 | 178 | 2,053 | 52 | 79 | 100 | 231 |
| | 1935-36 | 220 | 13 | 233 | 1,880 | 190 | 2,070 | 65 | 86 | 105 | 256 |
| | 1934-35 | 129 | 1 | 130 | 3 | 22 | 25 | 90 | 56 | 41 | 187 |
| | 1935-36 | 131 | 1 | 132 | 31 | 17 | 48 | 100 | 50 | 31 | 181 |
| Madras & Southern Mahratta | 1934-35 | 125 | 7 | 132 | 539 | 89 | 628 | 18 | 7 | 93 | 118 |
| | 1935-36 | 117 | 7 | 124 | 675 | 96 | 671 | 16 | 6 | 84 | 106 |
| Nizam's State | 1934-35 | 54 | 3 | 57 | 196 | 19 | 215 | Nil | 3 | 19 | 22 |
| | 1935-36 | 53 | 1 | 54 | 198 | 18 | 216 | 1 | Nil | 17 | 18 |
| North Western | 1934-35 | 894 | 71 | 965 | 1,979 | 377 | 2,356 | 244 | 93 | 176 | 513 |
| | 1935-36 | 914 | 92 | 1,006 | 2,031 | 429 | 2,460 | 165 | 101 | 196 | 462 |
| South Indian | 1934-35 | 60 | 79 | 139 | 219 | 92 | 311 | 1 | Nil | 16 | 17 |
| | 1935-36 | 45 | 58 | 103 | 190 | 104 | 294 | 1 | 2 | 17 | 20 |
| Total 5' 6" Gauge | 1934-35 | 2,821 | 286 | 3,107 | 12,528 | 1,674 | 14,202 | 391 | 268 | 1,094 | 1,753 |
| | 1935-36 | 2,824 | 290 | 3,114 | 12,717 | 1,817 | 14,534 | 344 | 298 | 1,162 | 1,804 |
| | 1934-35 | 129 | 1 | 130 | 3 | 22 | 25 | 90 | 56 | 41 | 187 |
| | 1935-36 | 131 | 1 | 132 | 31 | 17 | 48 | 100 | 50 | 31 | 181 |
| 3' 3½" GAUGE. | | | | | | | | | | | |
| Assam Bengal | 1934-35 | 91 | 35 | 126 | 584 | 70 | 654 | 5 | 7 | 21 | 33 |
| | 1935-36 | 95 | 35 | 130 | 517 | 75 | 592 | 5 | 11 | 21 | 37 |
| Bengal and North Western | 1934-35 | 146 | 48 | 194 | 1,261 | 398 | 1,659 | 2 | 14 | 30 | 46 |
| | 1935-36 | 145 | 44 | 189 | 1,246 | 287 | 1,533 | 14 | 13 | 26 | 53 |
| Bombay, Baroda & Central India | 1934-35 | 203 | 44 | 247 | 839 | 123 | 962 | 10 | 19 | 40 | 69 |
| | 1935-36 | 208 | 49 | 257 | 837 | 125 | 962 | 10 | 14 | 33 | 57 |
| Burma | 1934-35 | 220 | Nil | 220 | 755 | Nil | 755 | 17 | Nil | 25 | 42 |
| | 1935-36 | 222 | Nil | 222 | 814 | Nil | 814 | 13 | Nil | 30 | 43 |

† Excluding electric multiple unit suburban trains.

Railways for the years 1934-35 and 1935-36 (In thousands)—contd.

| ENGINE MILES. | | | | | | | | Total Engine Miles. | | | Railway. | |
|--------------------------------|-------------------------|--------|---------|--|----------------------------|-------------|--------------|---|---|---|----------|---|
| Goods and proportion of mixed. | | | | Departmental (including shunting and departmental siding.) | | | | Total Departmental. (Cols. 15 + 33 + 35.) | Traffic Engine Miles. | | | |
| Assisting required. | Assisting not required. | Light. | Siding. | Total Other. (Cols. 28 + 29 + 30 + 31.) | Passenger and total Mixed. | Goods Ergz. | Total Goods. | | Passenger and proportion of mixed. (columns 10 + 20 + 27) | Goods & proportion of mixed. (Columns 11 + 23 + 32) | | Total including Departmental. (Columns 36 + 37 + 38.) |
| | | | | | | | | | | | | |
| 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 5' 6" GAUGE. | | | | | | | | | | | | |
| 240 | 41 | 521 | 221 | 1,023 | 7 | 23 | 378 | 771 | 5,925 | 10,253 | 16,949 | Bengal Nagpur. |
| 365 | 142 | 614 | 277 | 1,308 | 9 | 29 | 432 | 895 | 5,990 | 11,474 | 18,359 | |
| Nil | 2 | 58 | 17 | 77 | 3 | 20 | 242 | 325 | 4,116 | 3,314 | 7,755 | Bombay, Baroda & Central India. |
| Nil | 3 | 57 | 19 | 79 | 3 | 13 | 244 | 312 | 4,178 | 3,305 | 7,705 | |
| 4 | 11 | 67 | 162 | 244 | 22 | 52 | 73 | 791 | 5,645 | 2,534 | 8,970 | Eastern Bengal. |
| 5 | 10 | 47 | 175 | 237 | 52 | 91 | 122 | 605 | 5,818 | 2,448 | 8,871 | |
| 83 | 131 | 922 | 1,297 | 2,433 | 105 | 69 | 821 | 1,847 | 17,633 | 18,831 | 38,311 | East Indian. |
| 86 | 150 | 954 | 1,333 | 2,523 | 99 | 78 | 872 | 1,863 | 18,079 | 19,078 | 39,020 | |
| 84 | 63 | 186 | 39 | 372 | 5 | 40 | 276 | 639 | 10,635 | 8,357 | 19,632 | Steam } Electric } Great Indian Peninsula. |
| 100 | 83 | 192 | 39 | 414 | 6 | 39 | 222 | 520 | 10,692 | 8,468 | 19,680 | |
| 73 | 1 | 26 | Nil | 100 | 1 | 13 | 29 | 81 | 1,878 | 684 | 2,643 | † |
| 72 | Nil | 25 | Nil | 97 | Nil | 15 | 30 | 64 | 1,857 | 711 | 2,632 | |
| 46 | 5 | 97 | 5 | 153 | 10 | 22 | 161 | 357 | 4,392 | 2,737 | 7,486 | Madras & Southern Mahratta. |
| 43 | 16 | 107 | 9 | 175 | 5 | 26 | 157 | 317 | 4,396 | 3,033 | 7,146 | |
| 4 | 3 | 82 | Nil | 89 | Nil | 17 | 102 | 176 | 1,013 | 1,110 | 2,299 | Nizam's State. |
| Nil | 1 | 56 | Nil | 57 | Nil | 15 | 90 | 169 | 949 | 1,066 | 2,184 | |
| 184 | 36 | 463 | 70 | 753 | 46 | 35 | 633 | 1,095 | 15,541 | 10,817 | 27,453 | North Western. |
| 216 | 34 | 499 | 79 | 828 | 45 | 44 | 677 | 1,125 | 16,015 | 11,240 | 28,380 | |
| 21 | 9 | 44 | Nil | 74 | 22 | 22 | 37 | 207 | 2,735 | 1,080 | 4,022 | South Indian. |
| 22 | 9 | 44 | 3 | 78 | 26 | 21 | 41 | 249 | 2,979 | 1,137 | 4,365 | |
| 666 | 301 | 2,410 | 1,811 | 5,218 | 220 | 300 | 2,723 | 6,205 | 67,636 | 59,033 | 132,877 | Steam } Electric } Total 5' 6" Gauge. |
| 837 | 448 | 2,570 | 1,934 | 5,789 | 245 | 359 | 2,857 | 6,055 | 69,096 | 61,249 | 130,400 | |
| 73 | 1 | 26 | Nil | 100 | 1 | 13 | 29 | 81 | 1,878 | 684 | 2,643 | † |
| 72 | Nil | 25 | Nil | 97 | Nil | 15 | 30 | 64 | 1,857 | 711 | 2,632 | |
| 3' 3½" GAUGE | | | | | | | | | | | | |
| 28 | 26 | 58 | 1 | 113 | 3 | 9 | 68 | 264 | 1,680 | 2,761 | 4,705 | Assam Bengal. |
| 25 | 41 | 36 | 2 | 104 | 2 | 16 | 52 | 206 | 1,918 | 2,682 | 4,800 | |
| 15 | 73 | 58 | Nil | 146 | 134 | 16 | 166 | 811 | 5,123 | 4,996 | 10,930 | Bengal and North Western. |
| 27 | 57 | 50 | Nil | 134 | 139 | 17 | 182 | 759 | 5,567 | 4,688 | 11,014 | |
| 9 | 40 | 68 | 25 | 142 | 3 | 2 | 282 | 347 | 4,978 | 4,329 | 9,654 | Bombay, Baroda & Central India. |
| 10 | 38 | 69 | 20 | 137 | Nil | 3 | 290 | 356 | 4,923 | 4,493 | 9,772 | |
| 13 | Nil | 193 | 333 | 539 | Nil | Nil | 114 | 461 | 4,203 | 4,419 | 9,083 | Burma. |
| 12 | Nil | 177 | 292 | 481 | Nil | Nil | 134 | 488 | 4,464 | 4,345 | 9,297 | |

17.—Statement of Train and Engine ‡Mileage of Class I

| Railway. | Year. | SHUNTING MILES. | | | | | | OTHERS | | | | |
|--------------------------------|-----------|------------------------------------|----------------|-------------------------|--------------------------------|----------------|-------------------------|------------------------------------|-------------------------|--------|-------------------------------------|-----|
| | | Passenger and proportion of mixed. | | | Goods and proportion of mixed. | | | Passenger and proportion of mixed. | | | | |
| | | Shunting Engines. | Train Engines. | Total. (Cols. 18 + 19.) | Shunting Engines. | Train Engines. | Total. (Cols. 21 + 22.) | Assisting required. | Assisting not required. | Light. | Total. Other. (Cols. 24 + 25 + 26.) | |
| | | | | | | | | | | | | |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | |
| 3' 3½" GAUGE—contd. | | | | | | | | | | | | |
| Eastern Bengal | 1931-35 | 187 | 15 | 202 | 509 | 85 | 594 | Nil | 3 | 6 | 9 | |
| | 1935-36 | 192 | 14 | 206 | 513 | 91 | 604 | Nil | 2 | 10 | 12 | |
| Jodhpur | 1931-35 | 27 | 60 | 87 | 191 | 68 | 259 | 4 | 6 | 8 | 18 | |
| | 1935-36 | 28 | 59 | 87 | 212 | 72 | 284 | 3 | 6 | 7 | 16 | |
| Madras & Southern Mahratta | 1931-35 | 98 | 6 | 104 | 628 | 68 | 696 | 15 | 16 | 49 | 80 | |
| | 1935-36 | 87 | 7 | 94 | 589 | 70 | 659 | 17 | 10 | 43 | 70 | |
| Nizam's State | 1931-35 | 25 | 6 | 31 | 87 | 8 | 95 | 3 | 2 | 20 | 25 | |
| | 1935-36 | 25 | 6 | 31 | 87 | 5 | 92 | 3 | 2 | 21 | 26 | |
| Rohilkund and Kumaon | 1931-35 | 43 | Nil | 43 | 248 | 4 | 252 | 12 | 10 | 17 | 39 | |
| | 1935-36 | 41 | Nil | 41 | 237 | 10 | 247 | 12 | 8 | 17 | 37 | |
| South Indian | 1931-35 | 118 | 185 | 303 | 325 | 231 | 559 | 12 | 8 | 14 | 34 | |
| | 1935-36 | 107 | 109 | 216 | 289 | 249 | 538 | 3 | 3 | 10 | 16 | |
| Total 3' 3½" Gauge | 1931-35 | 1,158 | 399 | 1,557 | 5,427 | 1,058 | 6,485 | 80 | 85 | 230 | 395 | |
| | 1935-36 | 1,153 | 323 | 1,476 | 5,311 | 984 | 6,295 | 80 | 69 | 218 | 367 | |
| SHUNTING MILES (ALL CLASSES). | | | | | | | | | | | | |
| | | SHUNTING ENGINES. | | TRAIN ENGINES. | | TOTAL. | | | | | | |
| 2' 6" & 2' 0" GAUGES. | | | | | | | | | | | | |
| Bengal-Nagpur | 1931-35 | 275 | | 99 | | 374 | | | | | | |
| | 1935-36 | 280 | | 112 | | 392 | | | | | | |
| Bombay, Baroda & Central India | 1931-35 | Nil | | 34 | | 34 | | | | | | |
| | 1935-36 | Nil | | 36 | | 36 | | | | | | |
| Eastern Bengal | 1931-35 | Nil | | 3 | | 3 | | | | | | |
| | 1935-36 | Nil | | Nil | | Nil | | | | | | |
| Great Indian Peninsula | 1931-35 | 31 | | 6 | | 37 | | | | | | |
| | 1935-36 | 30 | | 9 | | 39 | | | | | | |
| North Western | 1931-35 | 109 | | 34 | | 143 | | | | | | |
| | 1935-36 | 101 | | 44 | | 145 | | | | | | |
| South Indian | 1931-35 | Nil | | 9 | | 9 | | | | | | |
| | 1935-36 | Nil | | 7 | | 7 | | | | | | |
| Total 2' 6" & 2' 0" Gauges | 1931-35 | 415 | | 185 | | 600 | | | | | | |
| | 1935-36 | 411 | | 208 | | 619 | | | | | | |
| Total Class I Railways | Steam | 22,319 | | 3,602 | | 25,921 | | | | | | |
| | | 22,446 | | 3,622 | | 26,068 | | | | | | |
| | Electric† | 1931-35 | 129 | 1 | 130 | 3 | 22 | 25 | 90 | 56 | 42 | 187 |
| | | 1935-36 | 131 | 1 | 132 | 31 | 17 | 48 | 100 | 50 | 31 | 181 |

‡ Excluding electric multiple unit suburban trains.
* Included in column 32.

Railways for the years 1934-35 and 1935-36 (In thousands)—concl'd.

| ENGINE MILES. | | | | | | | | Total Engine Miles. | | | | Railway. |
|-------------------------------|-------------------------|--------|---------|--|---|-------------|--------------|---|--|--|--|---------------------------------|
| Goods and proportion of mixed | | | | | Departmental (including shunting and departmental sidings). | | | Total Departmental. (Cols. 15 + 33 + 35.) | Traffic Engine Miles. | | Total including departmental. (Columns 30 + 37 + 38) | |
| Assisting required. | Assisting not required. | Light. | Siding. | Total Other (Cols. 28 + 29 + 30 + 31.) | Passenger and total Mixed. | Goods Engg. | Total Goods. | | Passenger and proportion of mixed. (Columns 10 + 21 + 22.) | Goods & proportion of mixed. (Columns 11 + 23 + 32.) | | |
| 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| Nil | 4 | 13 | 20 | 37 | 2 | 8 | 37 | 150 | 2,615 | 2,013 | 4,778 | 3' 3 1/4" GAUGE—concl'd. |
| Nil | 4 | 9 | 26 | 39 | 3 | 11 | 38 | 113 | 2,934 | 2,108 | 5,155 | Eastern Bengal. |
| 18 | 6 | 27 | 8 | 59 | Nil | 3 | 77 | 106 | 944 | 1,239 | 2,289 | |
| 7 | 4 | 18 | 7 | 36 | Nil | 7 | 105 | 215 | 1,686 | 1,281 | 2,583 | Jodhpur. |
| 113 | 102 | 100 | 1 | 316 | 1 | 11 | 91 | 263 | 3,576 | 4,163 | 8,102 | |
| 80 | 76 | 111 | 2 | 269 | 2 | 23 | 117 | 315 | 4,076 | 3,854 | 8,245 | Madras & Southern Mahratta. |
| 2 | 2 | 33 | Nil | 37 | 1 | 9 | 73 | 110 | 1,109 | 559 | 1,778 | |
| 1 | 1 | 35 | Nil | 37 | 1 | 8 | 76 | 123 | 1,057 | 533 | 1,713 | Nizam's State. |
| 9 | 5 | 11 | 4 | 29 | 13 | 2 | 74 | 165 | 1,078 | 967 | 2,210 | |
| 10 | 5 | 11 | 3 | 29 | 13 | 2 | 79 | 165 | 1,094 | 971 | 2,230 | Rohilkund and Kumaon |
| 47 | 22 | 29 | 25 | 123 | 56 | 61 | 102 | 616 | 6,939 | 2,467 | 10,022 | |
| 24 | 2 | 12 | 26 | 64 | 49 | 47 | 84 | 630 | 6,989 | 2,278 | 9,897 | South Indian |
| 254 | 280 | 590 | 417 | 1,541 | 213 | 124 | 1,081 | 3,293 | 32,645 | 27,913 | 60,551 | |
| 196 | 228 | 528 | 378 | 1,330 | 209 | 134 | 1,166 | 3,370 | 34,107 | 27,235 | 61,712 | Total 3' 3 1/4" Gauge. |
| Total OTHER ENGINE MILES. | | | | | Total OTHER DEPARTMENTAL. | | | | | | | 2' 6" & 2' 0" GAUGE. |
| | | | | 38 | | | 22 | 79 | 1,160 | 897 | 2,136 | Bengal Nagpur. |
| | | | | 27 | | | 23 | 71 | 1,163 | 931 | 2,165 | |
| | | | | 5 | | | 1 | 5 | 316 | 113 | 434 | Bombay, Baroda & Central India. |
| | | | | 6 | | | 2 | 8 | 321 | 119 | 448 | |
| | | | | Nil | | | Nil | 2 | 113 | 5 | 120 | Eastern Bengal. |
| | | | | Nil | | | Nil | N | 104 | 6 | 110 | |
| | | | | 1 | | | 2 | 22 | 246 | 234 | 502 | Great Indian Peninsula. |
| | | | | Nil | | | 2 | 19 | 248 | 215 | 512 | |
| | | | | 65 | | | 13 | 42 | 593 | 708 | 1,343 | North Western. |
| | | | | 59 | | | 12 | 32 | 567 | 729 | 1,328 | |
| | | | | Nil | | | Nil | 2 | 115 | 47 | 164 | South Indian. |
| | | | | Nil | | | Nil | 1 | 125 | 47 | 173 | |
| | | | | 109 | | | 38 | 152 | 2,543 | 2,004 | 4,699 | Total 2' 6" & 2' 0" Gauge. |
| | | | | 92 | | | 39 | 131 | 2,628 | 2,077 | 4,731 | |
| | | | | 9,016 | | | | †9,653 | 102,824 | 88,950 | 201,427 | Steam |
| | | | | 9,382 | | | | 9,556 | 105,731 | 90,561 | 205,848 | |
| 73 | 1 | 26 | Nil | 100 | 1 | 13 | 29 | 81 | 1,878 | 684 | 2,643 | Total Class I Railways. |
| 72 | Nil | 25 | Nil | 97 | Nil | 15 | 30 | 64 | 1,857 | 711 | 2,632 | |

§ "Other" includes Assisting required, Assisting not required, Light and Siding.
† Revised Figure.

18.—Statement of Engine hours of Class I Railways

| Railway. | Year. | Passenger trains. | Mixed trains. | | | Goods trains. | | | Traffic | |
|------------------------------------|---------|-------------------|----------------------|-------------------|----------------------------|---------------|--------------|----------------------------|------------------------------------|--------------------------------|
| | | | Passenger proportion | Goods proportion. | Total. (Columns 4 + 5.) | Main Line. | Branch Line. | Total. (Columns 7 + 8.) | Shunting. | |
| | | | | | | | | | Passenger and proportion of mixed. | Goods and proportion of mixed. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 5' 6" Gauge. | | | | | | | | | | |
| Bengal Nagpur | 1934-35 | 257.0 | 8.2 | 18.6 | 26.9 | 279.1 | 218.2 | 497.3 | 58.2 | 570.9 |
| | 1935-36 | 255.2 | 8.5 | 17.4 | 25.9 | 319.3 | 241.2 | 560.5 | 54.1 | 595.8 |
| Bombay, Baroda and Central India. | 1934-35 | 146.6 | 17.6 | 41.4 | 59.0 | 125.0 | 22.5 | 147.5 | 28.1 | 169.0 |
| | 1935-36 | 147.8 | 18.4 | 40.0 | 58.4 | 119.8 | 22.7 | 142.5 | 31.4 | 168.8 |
| Eastern Bengal | 1934-35 | 240.5 | 11.4 | 5.8 | 17.2 | 108.1 | 17.9 | 126.0 | 75.3 | 168.4 |
| | 1935-36 | 245.5 | 12.0 | 9.5 | 21.5 | 100.6 | 16.1 | 116.7 | 76.7 | 162.5 |
| East Indian | 1934-35 | 612.1 | 67.7 | 15.1 | 82.8 | 837.8 | 229.5 | 1,066.3 | 155.6 | 819.4 |
| | 1935-36 | 624.6 | 70.6 | 14.7 | 85.3 | 860.6 | 245.8 | 1,106.4 | 156.7 | 835.6 |
| Great Indian Peninsula | 1934-35 | 444.5 | 39.2 | 17.0 | 56.2 | 330.2 | 142.0 | 472.2 | 71.9 | 417.1 |
| | 1935-36 | 436.2 | 39.3 | 17.2 | 56.5 | 322.5 | 142.5 | 465.0 | 73.0 | 426.6 |
| Madras and Southern Mahratta | 1934-35 | 18.73 | 11.2 | 16.9 | 28.1 | 113.9 | 36.9 | 150.8 | 26.3 | 125.6 |
| | 1935-36 | 188.3 | 9.8 | 16.2 | 26.0 | 131.8 | 37.5 | 169.3 | 24.7 | 134.3 |
| Nizam's State | 1934-35 | 31.5 | 12.5 | 15.8 | 28.3 | 48.5 | 1 | 48.6 | 11.4 | 42.9 |
| | 1935-36 | 29.4 | 11.0 | 14.1 | 25.1 | 46.7 | Nil | 46.7 | 10.8 | 43.3 |
| North Western | 1934-35 | 450.5 | 227.3 | 117.5 | 344.8 | 457.9 | 82.9 | 540.8 | 193.0 | 471.3 |
| | 1935-36 | 450.8 | 234.9 | 125.8 | 360.7 | 478.3 | 87.1 | 565.4 | 201.1 | 492.0 |
| South Indian | 1934-35 | 123.9 | 7.7 | 6.6 | 14.3 | 41.7 | 10.4 | 52.1 | 27.8 | 62.2 |
| | 1935-36 | 138.0 | 8.3 | 6.5 | 14.8 | 41.3 | 15.9 | 57.2 | 20.6 | 58.9 |
| Total 5' 6" Gauge | 1934-35 | 2,493.9 | 402.9 | 254.7 | 657.6 | 2,341.2 | 760.4 | 3,101.6 | 647.6 | 2,846.8 |
| | 1935-36 | 2,524.8 | 412.8 | 261.4 | 674.2 | 2,421.9 | 808.8 | 3,229.7 | 649.1 | 2,917.8 |
| 3' 3½" Gauge. | | | | | | | | | | |
| Assam Bengal | 1934-35 | 2 | 121.7 | 127.7 | 249.4 | 10.0 | 27.2 | 37.2 | 25.1 | 130.9 |
| | 1935-36 | 5.2 | 126.1 | 123.9 | 250.0 | 8.6 | 25.1 | 33.7 | 26.0 | 118.4 |
| Bengal and North Western | 1934-35 | 236.7 | 73.1 | 58.1 | 131.2 | 123.8 | 112.8 | 236.6 | 37.2 | 330.6 |
| | 1935-36 | 251.5 | 81.4 | 55.7 | 137.1 | 112.0 | 97.6 | 209.6 | 36.4 | 306.0 |
| Bombay, Baroda and Central India. | 1934-35 | 201.7 | 60.9 | 62.9 | 123.8 | 100.9 | 93.7 | 194.6 | 49.4 | 192.4 |
| | 1935-36 | 190.3 | 62.2 | 71.4 | 133.6 | 103.7 | 93.1 | 196.8 | 51.4 | 192.5 |
| Burma | 1934-35 | 60.6 | 168.6 | 83.5 | 252.1 | 115.9 | 45.5 | 161.4 | 44.1 | 151.0 |
| | 1935-36 | 62.4 | 172.4 | 85.4 | 257.8 | 111.9 | 41.8 | 153.7 | 44.5 | 162.9 |

for the years 1934-35 and 1935-36 (In hundreds).

| Service. | | | | | Departmental Engine hours. | | | Total Engine hours. (Columns 15 + 16 + 19.) | Percentage of train Engine hours to total Engine hours. | | Railway. |
|------------------------------------|--------------------------------|----------------------|--|---|----------------------------|--------|-----------------------------|--|---|---|-------------------------------------|
| †Other Hours. | | | Total. | | Passenger and total mixed. | Goods. | Total. (Columns 7 + 18.) | | Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed). | Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed). | |
| Passenger and proportion of mixed. | Goods and proportion of mixed. | Siding Engine Hours. | Passenger and proportion of mixed. (Columns 3 + 4 + 10 + 12.) | Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14.) | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 5' 6" Gauge. | | | | | | | | | | | |
| 68.8 | 194.9 | 31.6 | 392.3 | 1,313.3 | 3.4 | 97.1 | 100.5 | 1,806.1 | 67 | 37 | } Bengal-Nagpur. |
| 63.6 | 231.1 | 39.6 | 386.4 | 1,444.4 | 3.7 | 100.9 | 113.6 | 1,044.4 | 68 | 37 | |
| 53.7 | 40.9 | 2.4 | 246.0 | 401.2 | 2.6 | 46.6 | 49.2 | 696.4 | 66 | 42 | } Bombay, Baroda Central India. |
| 55.1 | 40.9 | 2.7 | 252.7 | 394.0 | 2.6 | 45.0 | 47.6 | 695.2 | 65 | 41 | |
| 90.9 | 34.8 | 23.1 | 418.1 | 358.1 | 2.6 | 95.2 | 97.8 | 874.0 | 60 | 29 | } Eastern Bengal. |
| 99.8 | 31.9 | 25.0 | 434.0 | 345.6 | 8.0 | 68.3 | 76.3 | 855.9 | 58 | 30 | |
| 246.3 | 280.4 | 185.3 | 1,081.7 | 2,366.5 | 31.6 | 217.3 | 248.9 | 3,697.1 | 61 | 42 | } East Indian. |
| 157.2 | 289.7 | 190.4 | 1,109.1 | 2,436.8 | 31.4 | 223.3 | 251.7 | 3,800.6 | 61 | 42 | |
| 113.0 | 178.7 | 5.6 | 668.6 | 1,090.6 | 6.6 | 88.3 | 94.9 | 1,854.1 | 72 | 42 | } Great Indian Peninsula. |
| 108.9 | 179.2 | 5.6 | 657.4 | 1,093.6 | 7.7 | 71.6 | 79.3 | 1,830.3 | 72 | 41 | |
| 78.6 | 65.6 | 7 | 303.4 | 359.6 | 6.5 | 35.6 | 42.1 | 705.1 | 64 | 42 | } Madras and Southern Mahratta. |
| 76.6 | 64.2 | 1.2 | 290.4 | 385.2 | 4.7 | 34.0 | 38.7 | 723.3 | 65 | 44 | |
| 13.4 | 19.3 | Nil | 68.8 | 126.6 | 1 | 26.0 | 26.1 | 221.5 | 64 | 42 | } Nizam's State. |
| 12.8 | 16.8 | Nil | 64.0 | 120.9 | 1 | 23.1 | 23.2 | 208.1 | 63 | 42 | |
| 157.0 | 150.8 | 10.1 | 1,027.8 | 1,290.5 | 11.7 | 138.7 | 150.4 | 2,468.7 | 65 | 46 | } North Western. |
| 165.1 | 159.1 | 11.2 | 1,060.9 | 1,353.5 | 12.8 | 136.3 | 149.1 | 2,563.5 | 65 | 46 | |
| 50.4 | 30.3 | Nil | 209.8 | 151.2 | 4.0 | 24.1 | 28.1 | 339.1 | 62 | 33 | } South Indian. |
| 60.5 | 27.5 | 4 | 227.4 | 150.5 | 5.7 | 30.0 | 35.7 | 413.6 | 63 | 35 | |
| 672.1 | 195.7 | 258.8 | 4,416.5 | 7,457.6 | 69.1 | 768.9 | 838.0 | 12,712.1 | | | } Total 5' 6" Gauge. |
| 904.6 | 1,040.4 | 276.1 | 4,491.3 | 7,725.4 | 76.7 | 741.5 | 818.2 | 13,034.9 | | | |
| 3' 3½" Gauge. | | | | | | | | | | | |
| 28.5 | 44.1 | 1 | 175.5 | 340.0 | 9 | 29.6 | 30.5 | 546.0 | 69 | 45 | } Assam Bengal. |
| 34.5 | 42.7 | 4 | 191.8 | 319.1 | 8 | 23.6 | 24.4 | 535.3 | 68 | 46 | |
| 64.6 | 81.9 | Nil | 411.6 | 70.72 | 27.0 | 91.9 | 118.9 | 1,237.7 | 71 | 37 | } Bengal and North Western. |
| 66.2 | 63.7 | Nil | 435.5 | 635.0 | 27.0 | 84.8 | 111.8 | 1,182.3 | 72 | 37 | |
| 57.6 | 56.9 | 3.5 | 369.6 | 510.3 | 6 | 57.2 | 57.8 | 937.7 | 71 | 45 | } Bombay, Baroda and Central India. |
| 57.3 | 58.3 | 2.9 | 367.2 | 521.9 | 3 | 57.6 | 57.9 | 947.0 | 70 | 46 | |
| 62.8 | 41.0 | 47.5 | 336.1 | 484.4 | 1.3 | 46.1 | 47.4 | 867.9 | 68 | 46 | } Burma. |
| 64.0 | 40.7 | 41.8 | 343.3 | 484.5 | 1.0 | 50.8 | 51.8 | 879.6 | 68 | 46 | |

† "Other" includes Assisting required, Assisting not required, light and Siding engine hours.

18.—Statement of Engine hours of Class I Railways

| Railway. | Year. | Passen- ger trains. | Mixed trains. | | | Goods trains. | | | Traffic | |
|--|---------|---------------------------|-------------------------------|--------------------------|-----------------------------|----------------|------------------|-----------------------------|---|--|
| | | | Passen- ger proportion. | Goods pro- portion | Total. (Columns 4+5.) | Main Lines. | Branch Lines. | Total. (Columns 7+8.) | Shunting. | |
| | | | | | | | | | Passen- ger and proportion of mixed. | Goods and proportion of mixed. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 3' 3½" GAUGE—concll. | | | | | | | | | | |
| Eastern Bengal | 1934-35 | 119,6 | 28,8 | 22,2 | 51,0 | 94,8 | 9,0 | 103,8 | 40,4 | 118,7 |
| | 1935-36 | 125,2 | 38,4 | 23,6 | 62,0 | 92,9 | 10,2 | 103,1 | 41,3 | 120,9 |
| Jodhpur | 1934-35 | 18,0 | 33,2 | 37,4 | 70,6 | 36,6 | 2,2 | 38,8 | 17,5 | 51,9 |
| | 1935-36 | 25,1 | 35,0 | 31,9 | 69,9 | 42,7 | 3,7 | 46,4 | 17,3 | 50,9 |
| Madras and Southern Mahratta | 1934-35 | 175,2 | 39,1 | 69,5 | 108,4 | 146,4 | 62,7 | 209,1 | 20,7 | 139,2 |
| | 1935-36 | 178,1 | 39,9 | 60,1 | 100,0 | 135,9 | 65,0 | 200,9 | 18,7 | 131,0 |
| Nizam's State | 1934-35 | 47,4 | 7,1 | 3,6 | 11,0 | 38,0 | Nil | 38,0 | 6,2 | 19,0 |
| | 1935-36 | 44,1 | 7,5 | 3,2 | 10,7 | 35,1 | Nil | 35,1 | 6,2 | 18,3 |
| Rohilkund and Kumaon | 1934-35 | 36,3 | 27,4 | 35,3 | 62,7 | 21,7 | 9 | 22,6 | 8,7 | 50,5 |
| | 1935-36 | 36,9 | 27,5 | 36,1 | 63,6 | 21,7 | 8 | 22,5 | 8,8 | 49,4 |
| South Indian | 1934-35 | 333,2 | 45,5 | 32,8 | 78,3 | 89,2 | 34,1 | 123,3 | 60,5 | 111,7 |
| | 1935-36 | 336,3 | 41,2 | 31,3 | 75,5 | 91,8 | 21,6 | 113,4 | 43,3 | 107,5 |
| Total 3' 3½" Gauge | 1934-35 | 1,228,9 | 605,7 | 532,8 | 1,138,5 | 777,3 | 358,1 | 1,165,4 | 309,8 | 1,295,9 |
| | 1935-36 | 1,261,1 | 634,6 | 525,6 | 1,160,2 | 756,3 | 358,9 | 1,115,2 | 293,9 | 1,204,7 |
| 2' 6" & 2' 0" GAUGES | | | | | | | | | | |
| | | Total | | | | Total | | | Total | |
| Bengal Nagpur | 1934-35 | 45,9 | | | 53,2 | | | 38,2 | 74,9 | |
| | 1935-36 | 48,7 | | | 49,7 | | | 40,7 | 78,3 | |
| Bombay, Baroda and Central India | 1934-35 | 7,3 | | | 25,2 | | | 5 | 6,9 | |
| | 1935-36 | 7,4 | | | 26,7 | | | 5 | 7,1 | |
| Eastern Bengal | 1934-35 | 6,6 | | | 4,6 | | | Nil | 6 | |
| | 1935-36 | 6,5 | | | 3,9 | | | Nil | Nil | |
| Great Indian Peninsula | 1934-35 | 1 | | | 31,9 | | | Nil | 7,6 | |
| | 1935-36 | 1 | | | 12,4 | | | Nil | 8,1 | |
| North Western | 1934-35 | 12,4 | | | 53,6 | | | 44,0 | 28,7 | |
| | 1935-36 | 11,9 | | | 53,6 | | | 44,5 | 28,9 | |
| South Indian | 1934-35 | Nil | | | 11,8 | | | Nil | 1,8 | |
| | 1935-36 | Nil | | | 12,7 | | | Nil | 1,5 | |
| Total 2' 6" & 2' 0" Gauges | 1934-35 | 72,3 | | | 180,3 | | | 82,7 | 120,5 | |
| | 1935-36 | 74,6 | | | 179,0 | | | 85,7 | 123,9 | |
| Total Class I Railways | 1934-35 | 3,795,1 | | | 1,976,4 | | | 4,349,7 | *5,220,6 | |
| | 1935-36 | 3,860,5 | | | 2,013,4 | | | 4,430,6 | 5,249,4 | |

for the years 1934-35 and 1935-36 (In hundreds)—concl'd.

| Service. | | | Departmental Engine hours. | | | | | Total Engine hours. (Columns 15 + 16 + 19.) | Percentage of train Engine hours to Total Engine hours. | | Railway. | |
|------------------------------------|--------------------------------|----------------------|---|--|----------------------------|--------|---------------------------|---|---|---|---------------------------------|-------------------------------------|
| † Other Hours. | | | Total. | | Passenger and total mixed. | Goods. | Total. (Columns 17 + 18.) | | Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed). | Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed). | | |
| Passenger and proportion of mixed. | Goods and proportion of mixed. | Siding Engine Hours. | Passenger and proportion of mixed. (Columns 3 + 4 + 10 + 12.) | Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14) | | | | 17 | | | 18 | 19 |
| 12 | 13 | 14 | 15 | 16 | | | | | | | | |
| 41.9 | 20.6 | 2.8 | 230.7 | 268.1 | 1.0 | 19.5 | 20.5 | 519.3 | 64 | 44 | } Eastern Bengal. | |
| 44.8 | 21.8 | 3.7 | 249.7 | 273.1 | 2.0 | 14.5 | 16.5 | 539.3 | 65 | 44 | | |
| 28.2 | 45.4 | 1.1 | 96.9 | 174.6 | 3 | 18.1 | 18.4 | 289.9 | 53 | 40 | } Jodhpur. | |
| 33.2 | 47.0 | 1.0 | 110.6 | 186.2 | 4 | 32.0 | 32.4 | 329.2 | 54 | 37 | | |
| 42.7 | 75.6 | 2 | 277.7 | 493.4 | 1.9 | 28.5 | 30.4 | 801.5 | 77 | 53 | } Madras and Southern Mahratta. | |
| 43.5 | 67.0 | 2 | 280.2 | 460.1 | 1.8 | 34.0 | 35.8 | 776.1 | 77 | 53 | | |
| 15.6 | 7.2 | Nil | 76.6 | 67.8 | 3 | 15.0 | 15.3 | 159.7 | 71 | 59 | } Nizam's State. | |
| 16.1 | 11.3 | Nil | 73.9 | 67.9 | 4 | 16.7 | 17.1 | 158.9 | 69 | 45 | | |
| 12.1 | 9.3 | 6 | 84.5 | 118.3 | 2.9 | 25.5 | 28.4 | *231.2 | 73 | 40 | } Rohilkund and Kumaon. | |
| 11.2 | 9.5 | 5 | 84.4 | 118.0 | 2.7 | 25.9 | 28.6 | 231.0 | 74 | 41 | | |
| 176.6 | 51.2 | 3.7 | 615.8 | 822.7 | 12.2 | 72.5 | 84.7 | 1,023.2 | 60 | 39 | } South Indian. | |
| 172.1 | 42.5 | 3.7 | 595.9 | 298.4 | 11.5 | 76.0 | 87.5 | 981.8 | 63 | 39 | | |
| 530.6 | 433.2 | *59.5 | 2,675.0 | 3,486.8 | 48.4 | 403.9 | 452.3 | *6,614.1 | | | } Total 3' 3½" Gauge. | |
| 542.9 | 404.5 | 54.2 | 2,732.5 | 3,364.2 | 47.9 | 415.9 | 463.8 | 6,560.5 | | | | |
| Total. | | | | | Total. | | | | | | | 2' 6" & 2' 0" GAUGES. |
| | | | | | | | | 10.7 | 247.3 | | | } Bengal Nagpur. |
| | | | | | | | | 9.7 | 252.5 | | | |
| | | | | | | | | 7 | 56.6 | | | } Bombay, Baroda and Central India. |
| | | | | | | | | 1.0 | 57.9 | | | |
| | | | | | | | | 2 | 20.7 | | | } Eastern Bengal. |
| | | | | | | | | Nil | 18.6 | | | |
| | | | | | | | | 2.9 | 47.7 | | | } Great Indian Peninsula. |
| | | | | | | | | 2.3 | 47.5 | | | |
| | | | | | | | | 5.5 | 164.6 | | | } North Western. |
| | | | | | | | | 4.3 | 162.8 | | | |
| | | | | | | | | 1 | 21.5 | | | } South Indian. |
| | | | | | | | | 1 | 22.9 | | | |
| | | | | | | | | 20.1 | 558.4 | | | } Total 2' 6" & 2' 0" Gauges. |
| | | | | | | | | 17.4 | 562.2 | | | |
| | | | | | | | | *1,310.4 | *19,884.6 | | | } Total Class I Railways. |
| | | | | | | | | 1,299.4 | 20,157.6 | | | |
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† "Other" includes Assisting not required, Assisting not required Light and Siding engine hours.

* Revised figures.

19. Statement of vehicle and wagon miles (in terms of four-wheelers) of Class I

| Railway. | Year. | PASSENGER TRAINS. | | | MIXED TRAINS. (PASSENGER PROPORTION.) | | | TOTAL PASSENGER AND PROPORTION OF MIXED. | | | GOODS AND | | |
|--------------------------------------|---------|-----------------------|--------------------|---------------------------|--|--------------------|---------------------------|---|---------------------------------------|----------------------------|-------------|-----------|--|
| | | Coaching Vehicles. | Other Vehicles. | Total (Cols. 3 +4.) | Coaching Vehicles. | Other Vehicles. | Total (Cols. 6 +7.) | Coaching Vehicles. (Cols. 3+6) | Other Vehicles. (Cols. 4+7.) | Total (Cols. 9 +10.) | Goods. | | |
| | | | | | | | | | | | Main Lines. | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | Loaded. | Total | Per- centage loaded of total. 14 |
| 5' 6" Gauge. | | | | | | | | | | | | | |
| Bengal-Nagpur | 1934-35 | 81,333 | 2,357 | 83,690 | 2,270 | 28 | 2,298 | 83,603 | 2,385 | 85,988 | 105,513 | 151,552 | 69.6 |
| | 1935-36 | 83,569 | 2,518 | 86,087 | 2,386 | 31 | 2,417 | 85,955 | 2,549 | 88,504 | 117,747 | 168,706 | 69.8 |
| Bombay, Baroda and Central India. | 1934-35 | 47,312 | 9,901 | 57,213 | 6,593 | 756 | 7,349 | 53,905 | 10,657 | 64,562 | 59,642 | 81,722 | 73.0 |
| | 1935-36 | 47,958 | 10,987 | 58,945 | 6,895 | 880 | 7,781 | 54,853 | 11,873 | 66,726 | 60,861 | 83,438 | 72.9 |
| Eastern Bengal | 1934-35 | 75,622 | 5,375 | 80,997 | 2,836 | Nil | 2,836 | 78,458 | 5,375 | 83,833 | 42,071 | 57,939 | 72.6 |
| | 1935-36 | 78,204 | 5,348 | 83,612 | 2,610 | Nil | 2,610 | 80,874 | 5,348 | 86,222 | 37,750 | 52,089 | 72.5 |
| East Indian | 1934-35 | 248,171 | 10,241 | 258,412 | 19,246 | 324 | 19,570 | 267,417 | 10,565 | 277,982 | 352,263 | 545,859 | 64.5 |
| | 1935-36 | 254,289 | 9,970 | 264,259 | 19,418 | 367 | 19,785 | 273,707 | 10,337 | 284,044 | 349,500 | 542,387 | 54.5 |
| Great Indian Peninsula | 1934-35 | 165,727 | 4,325 | 170,052 | 11,735 | Nil | 11,735 | 177,462 | 4,325 | 181,787 | 169,148 | 223,759 | 75.6 |
| | 1935-36 | 160,530 | 4,245 | 173,775 | 12,144 | Nil | 12,144 | 181,674 | 4,245 | 185,919 | 168,849 | 222,084 | 76.0 |
| Madras and Southern Maharashtra. | 1934-35 | 50,610 | 2,212 | 52,822 | 2,562 | Nil | 2,562 | 53,172 | 2,212 | 55,384 | 48,969 | 69,158 | 70.8 |
| | 1935-36 | 52,617 | 1,549 | 54,166 | 2,335 | 16 | 2,351 | 54,952 | 1,565 | 56,517 | 54,056 | 80,846 | 66.9 |
| Nizam's Stat. | 1934-35 | 10,063 | 231 | 10,294 | 3,605 | 62 | 3,667 | 13,668 | 293 | 13,961 | 17,485 | 25,640 | 68.2 |
| | 1935-36 | 10,113 | 214 | 10,327 | 3,465 | 80 | 3,545 | 13,578 | 204 | 13,782 | 17,361 | 25,560 | 67.9 |
| North Western | 1934-35 | 177,188 | 6,861 | 184,049 | 62,452 | 859 | 63,311 | 239,640 | 7,720 | 247,360 | 195,441 | 267,833 | 73.0 |
| | 1935-36 | 182,592 | 7,971 | 190,563 | 64,597 | 1,038 | 65,635 | 247,189 | 9,000 | 256,189 | 202,314 | 274,318 | 73.8 |
| South Indian | 1934-35 | 29,016 | 335 | 29,351 | 1,498 | 1 | 1,499 | 30,514 | 336 | 30,850 | 13,642 | 17,308 | 78.8 |
| | 1935-36 | 32,360 | 343 | 32,703 | 1,635 | Nil | 1,635 | 33,995 | 343 | 34,338 | 14,094 | 18,911 | 77.7 |
| Total 5' 6" Gauge | 1934-35 | 885,042 | 41,838 | 926,880 | 112,797 | 2,030 | 114,827 | 997,839 | 43,868 | 1,041,707 | 1,004,174 | 1,440,770 | 69.7 |
| | 1935-36 | 911,292 | 43,145 | 954,437 | 115,485 | 2,418 | 117,903 | 1,020,777 | 45,593 | 1,072,340 | 1,023,198 | 1,468,339 | 69.7 |
| 3' 3 1/2" Gauge. | | | | | | | | | | | | | |
| Assam Bengal | 1934-35 | 72 | 26 | 98 | 39,677 | 3,035 | 42,712 | 39,749 | 3,061 | 42,810 | 3,172 | 5,260 | 60.3 |
| | 1935-36 | 404 | 23 | 427 | 41,986 | 3,169 | 44,255 | 41,490 | 3,192 | 44,682 | 1,457 | 2,186 | 66.7 |
| Bengal and North-West- ern. | 1934-35 | 62,945 | 985 | 63,930 | 17,391 | 91 | 17,482 | 80,336 | 1,076 | 81,412 | 44,951 | 60,330 | 74.8 |
| | 1935-36 | 68,612 | 828 | 69,440 | 18,578 | 141 | 18,719 | 87,190 | 960 | 88,159 | 44,279 | 58,166 | 76.1 |
| Bombay, Baroda and Central India. | 1934-35 | 59,949 | 5,069 | 65,018 | 23,218 | 1,073 | 24,291 | 83,167 | 6,142 | 89,309 | 44,782 | 63,233 | 70.8 |
| | 1935-36 | 58,646 | 4,667 | 63,313 | 23,484 | 1,122 | 24,606 | 82,130 | 5,789 | 87,919 | 45,914 | 65,937 | 69.6 |
| Burma | 1934-35 | 22,691 | 274 | 22,965 | 46,360 | 992 | 47,352 | 69,051 | 1,266 | 70,317 | 53,029 | 76,348 | 69.5 |
| | 1935-36 | 23,420 | 295 | 23,724 | 46,325 | 999 | 47,324 | 69,754 | 1,294 | 71,048 | 51,747 | 72,198 | 71.7 |

Railways for the years 1934-35 and 1935-36 (In thousands).

| PROPORTION OF MIXED. | | | | | | | | DEPARTMENTAL. | | | BRAKE VANS (INCLUDING DEPARTMENTAL.) | | | Railway. |
|----------------------|---------|-----------------------------|----------------------------|--------|-------------------------------|------------------------------|-----------------------------|----------------------------|--------|---------------------------|--------------------------------------|--------|---------------------------|-----------------------------------|
| Goods. | | | GOODS PROPORTION OF MIXED. | | TOTAL. | | | Passenger and total mixed. | Goods. | Total. (Columns 23 + 24.) | Passenger and total mixed. | Goods. | Total. (Columns 26 + 27.) | |
| Branch lines. | | | | | | | | | | | | | | |
| Loaded. | Total. | Percentage loaded of total. | Loaded. | Total. | Loaded. (Cols. 12 + 15 + 18.) | Total. (Cols. 13 + 16 + 19.) | Percentage loaded of total. | 23 | 24 | 25 | 26 | 27 | 28. | |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | | | | | 29 | |
| 5' 6" GAUGE. | | | | | | | | | | | | | | |
| 63,962 | 109,350 | 58.5 | 3,616 | 5,164 | 173,091 | 266,066 | 65.1 | 525 | 6,628 | 7,153 | 404 | 7,898 | 8,302 | Bengal Nagpur. |
| 72,738 | 121,925 | 59.7 | 3,130 | 4,845 | 193,615 | 295,476 | 65.5 | 565 | 8,230 | 8,795 | 416 | 8,618 | 9,031 | |
| 6,775 | 11,379 | 59.5 | 13,227 | 17,320 | 79,644 | 110,421 | 72.1 | 89 | 2,123 | 2,212 | 1,843 | 1,957 | 3,800 | Bombay, Baroda and Central India. |
| 7,113 | 11,611 | 61.2 | 13,148 | 16,878 | 81,122 | 111,927 | 72.5 | 93 | 1,247 | 1,340 | 1,461 | 1,881 | 3,342 | |
| 3,791 | 6,141 | 61.8 | 1,053 | 1,453 | 46,918 | 65,533 | 71.6 | 139 | 27,683 | 27,822 | 135 | 2,350 | 2,485 | Eastern Bengal. |
| 3,423 | 5,589 | 61.2 | 1,367 | 1,969 | 42,546 | 59,647 | 71.3 | 156 | 18,873 | 19,029 | 207 | 1,864 | 2,071 | |
| 46,302 | 69,490 | 66.6 | 3,178 | 4,234 | 401,743 | 619,583 | 64.8 | 3,182 | 25,426 | 28,608 | 2,201 | 14,474 | 16,675 | East Indian. |
| 47,653 | 71,631 | 66.5 | 2,983 | 4,014 | 400,196 | 618,032 | 64.8 | 3,169 | 23,012 | 26,181 | 2,305 | 14,423 | 16,728 | |
| 42,120 | 65,489 | 64.3 | 2,974 | 4,597 | 214,242 | 293,845 | 72.9 | 79 | 5,273 | 5,352 | 4,291 | 6,795 | 11,086 | Great Indian Peninsula. |
| 41,943 | 64,468 | 65.1 | 3,073 | 4,767 | 213,865 | 291,319 | 73.4 | 74 | 6,085 | 6,159 | 3,789 | 6,882 | 10,671 | |
| 12,305 | 15,110 | 81.4 | 2,983 | 3,839 | 64,257 | 88,157 | 72.9 | 796 | 3,464 | 4,260 | 920 | 2,675 | 3,595 | Madras and Mahratta. Southern |
| 12,010 | 14,927 | 80.5 | 3,036 | 3,895 | 69,102 | 99,668 | 69.3 | 614 | 2,723 | 3,337 | 662 | 2,882 | 3,544 | |
| 44 | 75 | 57.9 | 3,437 | 4,666 | 20,966 | 30,331 | 69.0 | 25 | 1,098 | 1,123 | 373 | 730 | 1,103 | Nizam's State. |
| 1 | 2 | 32.1 | 3,401 | 4,508 | 20,763 | 30,070 | 69.1 | 15 | 999 | 1,014 | 260 | 720 | 980 | |
| 20,821 | 28,493 | 73.1 | 25,070 | 32,572 | 241,332 | 328,898 | 73.4 | 461 | 12,886 | 13,347 | 6,235 | 6,433 | 12,668 | North Western. |
| 21,822 | 29,213 | 74.7 | 27,089 | 35,421 | 251,225 | 338,952 | 74.1 | 456 | 12,008 | 12,464 | 6,000 | 6,490 | 12,490 | |
| 2,529 | 3,376 | 74.9 | 1,259 | 1,585 | 17,430 | 22,269 | 78.3 | 12 | 2,248 | 2,260 | 286 | 1,168 | 1,454 | South Indian. |
| 4,169 | 5,805 | 71.8 | 1,296 | 1,603 | 20,159 | 26,319 | 76.6 | 13 | 2,592 | 2,605 | 38 | 1,338 | 1,376 | |
| 198,652 | 308,903 | 64.3 | 56,797 | 75,480 | 1,259,623 | 1,825,153 | 69.0 | 5,368 | 56,929 | 92,137 | 16,688 | 44,480 | 61,168 | Total 5' 6" Gauge |
| 210,872 | 325,171 | 64.8 | 58,523 | 77,900 | 1,292,593 | 1,871,410 | 69.1 | 5,155 | 75,769 | 80,924 | 15,138 | 45,098 | 60,236 | |
| 3' 3 1/2" GAUGE. | | | | | | | | | | | | | | |
| 3,737 | 5,481 | 68.2 | 32,212 | 44,855 | 39,121 | 55,596 | 70.4 | 134 | 4,665 | 4,799 | Nil | 672 | 672 | Assam Bengal. |
| 3,692 | 5,525 | 66.8 | 29,718 | 43,519 | 34,867 | 51,230 | 68.1 | 130 | 3,578 | 3,708 | Nil | 554 | 554 | |
| 27,050 | 38,497 | 70.3 | 10,241 | 13,923 | 82,242 | 112,750 | 72.9 | 146 | 19,275 | 19,421 | 7,162 | 2,961 | 10,123 | Bengal and North Western. |
| 26,618 | 36,094 | 73.8 | 9,375 | 12,883 | 80,272 | 107,133 | 74.9 | 128 | 16,089 | 16,217 | 7,920 | 2,762 | 10,682 | |
| 31,145 | 46,397 | 70.7 | 18,526 | 25,158 | 96,453 | 135,288 | 71.3 | 48 | 1,634 | 1,682 | 2,670 | 2,446 | 5,116 | Bombay, Baroda and Central India. |
| 31,617 | 46,235 | 68.4 | 20,522 | 28,307 | 98,053 | 140,479 | 69.8 | 51 | 1,329 | 1,380 | 2,973 | 2,476 | 5,449 | |
| 7,681 | 11,317 | 67.9 | 17,747 | 22,579 | 78,457 | 110,244 | 71.2 | 162 | 9,409 | 9,571 | 121 | 2,736 | 2,857 | Burma. |
| 6,716 | 9,691 | 69.3 | 17,919 | 22,436 | 76,382 | 104,325 | 73.2 | 183 | 9,977 | 10,160 | 175 | 2,746 | 2,921 | |

19.—Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class I

| Railway. | Year. | PASSENGER TRAINS. | | | MIXED TRAINS. (PASSENGER PROPORTION.) | | | TOTAL PASSENGER AND PROPORTION OF MIXED. | | | GOODS AND | | |
|--------------------------------------|---------|-----------------------|--------------------|-----------------------------|--|--------------------|-----------------------------|---|---|------------------------------|---------------------------------------|--------------|--|
| | | Coaching Vehicles. | Other Vehicles. | Total. (Cols. 3 + 4.) | Coaching Vehicles. | Other Vehicles. | Total. (Cols. 6 + 7.) | Coaching Vehicles. (Cols. 3 + 6.) | Other Vehicles. (Cols. 4 + 7.) | Total. (Cols. 9 + 10.) | Goods. | | |
| | | | | | | | | | | | Main Lines. | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | Loaded. 12 | Total. 13 | Per- centage loaded of total. 14 |
| 3' 3½" Gauge—concd. | | | | | | | | | | | | | |
| Eastern Bengal | 1934-35 | 41,724 | 1,248 | 42,972 | 8,560 | Nil | 8,560 | 50,284 | 1,248 | 51,532 | 34,794 | 48,947 | 71.1 |
| | 1935-36 | 44,823 | 1,090 | 45,922 | 12,007 | Nil | 12,007 | 56,830 | 1,090 | 57,929 | 35,363 | 49,840 | 71.0 |
| Jodhpur | 1934-35 | 7,447 | 219 | 7,666 | 10,665 | 263 | 10,928 | 18,112 | 482 | 18,594 | 13,998 | 20,364 | 68.7 |
| | 1935-36 | 8,859 | 247 | 9,106 | 11,462 | 279 | 11,741 | 20,321 | 526 | 20,847 | 15,802 | 22,871 | 69.1 |
| Madras and Southern Maharatta. | 1934-35 | 42,824 | 1,282 | 44,106 | 9,811 | Nil | 9,811 | 52,635 | 1,282 | 53,917 | 41,233 | 54,717 | 75.4 |
| | 1935-36 | 45,534 | 904 | 46,438 | 9,994 | 80 | 10,074 | 55,528 | 984 | 56,512 | 39,274 | 51,351 | 76.5 |
| Nizam's State | 1934-35 | 10,261 | 397 | 10,658 | 1,697 | 28 | 1,725 | 11,958 | 425 | 12,383 | 10,657 | 14,576 | 73.1 |
| | 1935-36 | 9,781 | 481 | 10,262 | 1,818 | 24 | 1,842 | 11,599 | 505 | 12,104 | 10,080 | 13,143 | 76.7 |
| Rohilkhand and Kumaon | 1934-35 | 7,765 | 105 | 7,870 | 6,164 | 70 | 6,234 | 13,929 | 175 | 14,104 | 4,251 | 6,429 | 66.1 |
| | 1935-36 | 8,076 | 104 | 8,180 | 6,239 | 67 | 6,306 | 14,315 | 171 | 14,486 | 4,443 | 6,821 | 65.1 |
| South Indian | 1934-35 | 88,119 | 539 | 88,658 | 10,419 | 9 | 10,428 | 98,538 | 548 | 99,086 | 33,571 | 46,125 | 72.8 |
| | 1935-36 | 88,802 | 607 | 89,409 | 9,985 | 2 | 9,987 | 98,787 | 609 | 99,396 | 33,382 | 47,126 | 70.8 |
| Total 3' 3½" Gauge | 1934-35 | 343,797 | 10,144 | 353,941 | 173,962 | 5,561 | 179,523 | 517,759 | 15,705 | 533,464 | 284,438 | 396,329 | 71.8 |
| | 1935-36 | 356,966 | 9,255 | 366,221 | 180,978 | 5,883 | 186,861 | 537,944 | 15,138 | 553,082 | 281,741 | 389,629 | 72.3 |
| | | Total | | | Total | | | Total | | | Total Main and Branch Lines. | | |
| | | | | | | | | | | | Loaded. | Total. | Per- centage loaded of Total. |
| 2' 6" & 2' 0" Gauges. | | | | | | | | | | | | | |
| Bengal-Nagpur | 1934-35 | | 12,017 | | | 8,950 | | | 20,967 | | 6,253 | 9,691 | 64.5 |
| | 1935-36 | | 13,192 | | | 7,537 | | | 20,729 | | 6,572 | 10,065 | 65.3 |
| Bombay, Baroda and Central India. | 1934-35 | | 841 | | | 2,279 | | | 3,120 | | 35 | 69 | 50.7 |
| | 1935-36 | | 916 | | | 2,348 | | | 3,263 | | 25 | 51 | 49.0 |
| Eastern Bengal | 1934-35 | | 684 | | | 458 | | | 1,142 | | Nil | Nil | Nil |
| | 1935-36 | | 684 | | | 390 | | | 1,074 | | Nil | Nil | Nil |
| Great Indian Peninsula | 1934-35 | | 15 | | | 2,989 | | | 3,004 | | Nil | Nil | Nil |
| | 1935-36 | | 7 | | | 3,055 | | | 3,062 | | Nil | Nil | Nil |
| North-Western | 1934-35 | | 1,648 | | | 6,624 | | | 8,272 | | 2,294 | 3,902 | 58.8 |
| | 1935-36 | | 1,474 | | | 6,631 | | | 8,105 | | 2,241 | 3,991 | 56.1 |
| South Indian | 1934-35 | | Nil | | | 1,843 | | | 1,843 | | Nil | Nil | Nil |
| | 1935-36 | | Nil | | | 1,818 | | | 1,818 | | Nil | Nil | Nil |
| Total 2' 6" & 2' 0" Gauges | 1934-35 | | 15,205 | | | 23,143 | | | 38,348 | | 8,552 | 13,662 | 62.8 |
| | 1935-36 | | 16,272 | | | 21,779 | | | 38,051 | | 8,838 | 14,107 | 62.6 |
| Total Class I Railways | 1934-35 | | 1,296,026 | | | 317,493 | | | 1,613,519 | | 1,587,877 | 2,290,967 | 70.1 |
| | 1935-36 | | 1,336,930 | | | 326,543 | | | 1,663,473 | | 1,611,993 | 2,321,069 | 69.4 |

Railways for the years 1934-35 and 1935-36 (In thousands)—concl'd.

PROPORTION OF MIXED.

| PROPORTION OF MIXED. | | | | | | | | | DEPARTMENTAL. | | | BRAKE VANS. (INCLUDING DEPART- MENTAL.) | | | Railway. |
|----------------------|---------|--|----------------------------|---------|--|---------------------------------------|--|--|---------------|-----------------------------|--|---|----------------------------|---|---------------------------------------|
| Goods. | | | GOODS PROPORTION OF MIXED. | | TOTAL. | | | Pas- senger and total mixed. | Goods. | Total. (Cols. 23+24.) | Pas- senger and total mixed. | Goods. | Total (Cols. 26+27.) | | |
| Branch lines. | | | Loaded. | Total. | Loaded. (Cols. 12+ 15+18.) 20 | Total. (Cols. 13+ 16+19.) 21 | Per- centage loaded of total. 22 | | | | | | | | |
| Loaded. | Total. | Per- centage loaded of total. 17 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 15 | |
| 1,448 | 2,309 | 62.7 | 4,754 | 6,562 | 40,996 | 57,818 | 70.9 | 107 | 3,991 | 4,098 | 557 | 1,367 | 1,924 | 3' 3 1/2" Gauge—concl'd. } Eastern Bengal. | |
| 1,958 | 3,123 | 62.7 | 5,518 | 7,389 | 42,839 | 60,352 | 71.0 | 186 | 1,706 | 1,892 | 373 | 1,283 | 1,656 | | |
| 305 | 545 | 56.1 | 10,622 | 13,940 | 24,925 | 34,849 | 71.5 | 31 | 1,108 | 1,139 | 1,044 | 543 | 1,557 | } Jodhpur. | |
| 586 | 955 | 61.3 | 10,001 | 13,346 | 26,389 | 37,172 | 71.0 | 39 | 5,006 | 5,045 | 1,014 | 686 | 1,700 | | |
| 11,101 | 15,569 | 71.3 | 13,284 | 17,445 | 65,618 | 87,731 | 74.8 | 126 | 2,913 | 3,039 | 1,355 | 4,796 | 6,151 | } Madras and Southern Mahratta. | |
| 11,396 | 15,351 | 74.2 | 11,728 | 15,134 | 62,398 | 81,836 | 76.3 | 141 | 3,353 | 3,494 | 1,088 | 4,450 | 5,538 | | |
| 1 | 2 | 34.2 | 768 | 842 | 11,426 | 15,420 | 74.1 | 21 | 760 | 781 | 329 | 854 | 1,183 | } Nizam's State. | |
| 1 | 1 | 100.0 | 721 | 808 | 10,802 | 13,952 | 77.4 | 27 | 976 | 1,003 | 284 | 855 | 1,139 | | |
| 127 | 227 | 56.0 | 5,902 | 8,027 | 10,280 | 14,683 | 70.0 | 102 | 3,282 | 3,384 | 1,582 | 319 | 1,901 | } Rohilkund and Kumaon. | |
| 114 | 214 | 53.2 | 6,062 | 8,295 | 10,619 | 15,330 | 69.3 | 115 | 2,975 | 3,090 | 1,554 | 323 | 1,877 | | |
| 7,436 | 10,459 | 71.1 | 6,946 | 9,145 | 47,953 | 65,729 | 72.9 | 38 | 10,401 | 10,439 | 514 | 3,219 | 3,733 | } South Indian. | |
| 4,646 | 6,654 | 69.8 | 6,379 | 8,443 | 44,407 | 62,223 | 71.4 | 36 | 11,116 | 11,152 | 428 | 3,004 | 3,522 | | |
| 92,031 | 131,303 | 70.9 | 121,002 | 162,476 | 497,471 | 690,108 | 72.1 | 915 | 57,438 | 58,353 | 15,304 | 19,913 | 35,217 | } Total 3' 3 1/2" Gauge. | |
| 87,344 | 123,843 | 70.5 | 117,943 | 160,580 | 487,028 | 674,032 | 72.3 | 1,036 | 56,105 | 57,141 | 15,809 | 19,229 | 35,038 | | |
| | | | | | | | | | Total. | | | Total. | | | 2' 6" & 2' 0" GAUGES. |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | } Bengal Nagpur. |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | } Bombay, Barod and Central India. |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | } Eastern Bengal. |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | } Great Indian Peninsula. |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | } North Western. |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | } South Indian. |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | } Total 2' 6" and 2' 0" Gauges. |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | } Total Class I Railways. |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

20.—Statement of speed of Goods Trains (excluding Departmental) of Class I Railways for the years 1934-35 and 1935-36.

| | | Average speed of Goods Trains. | | | | | | | | | | | |
|--|-----------|------------------------------------|----------|---------------|----------|----------|----------|------------------------------------|----------|---------------|----------|----------|----------|
| Railway. | Year. | Through Goods Trains. | | | | | | All Goods Trains. | | | | | |
| | | Train miles per Train Engine hour. | | | | | | Train miles per Train Engine hour. | | | | | |
| | | Main Lines. | | Branch Lines. | | Total. | | Main Lines. | | Branch Lines. | | Total. | |
| | | 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. |
| 1 | | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 5' 6" GAUGE. | | | | | | | | | | | | | |
| Bengal Nagpur | | 15.8 | 14.8 | 12.4 | 12.7 | 14.1 | 13.8 | 12.1 | 11.8 | 10.7 | 11.0 | 11.5 | 11.5 |
| Bombay, Baroda and Central India | | 12.5 | 12.6 | 11.3 | 11.1 | 12.3 | 12.4 | 11.6 | 11.7 | 11.3 | 11.0 | 11.5 | 11.6 |
| Eastern Bengal | | 15.3 | 16.5 | 13.5 | 13.5 | 15.2 | 16.3 | 11.0 | 11.0 | 7.87 | 7.87 | 10.5 | 10.5 |
| East Indian | | 13.3 | 13.1 | 9.79 | 9.20 | 13.0 | 12.7 | 11.5 | 11.2 | 8.56 | 8.23 | 10.9 | 10.5 |
| Great Indian Peninsula { | Steam | 14.9 | 15.9 | 13.6 | 13.7 | 14.3 | 14.9 | 12.6 | 12.9 | 11.9 | 11.9 | 12.4 | 12.6 |
| | Electric† | 16.5 | 17.6 | Nil | Nil | 16.5 | 17.6 | 13.8 | 14.5 | Nil | Nil | 13.8 | 14.5 |
| Madras and Southern Mahratta | | 14.1 | 14.3 | 13.8 | 13.9 | 14.1 | 14.2 | 11.6 | 11.9 | 10.2 | 10.0 | 11.3 | 11.5 |
| Nizam's State | | 13.1 | 13.1 | 13.9 | 12.8 | 13.1 | 13.1 | 11.4 | 11.9 | 13.9 | 12.8 | 11.4 | 11.9 |
| North Western | | 15.6 | 15.2 | Nil | Nil | 15.6 | 15.2 | 10.6 | 10.4 | 10.0 | 9.66 | 10.5 | 10.3 |
| South Indian | | Nil | Nil | Nil | Nil | Nil | Nil | 11.0 | 11.2 | 10.3 | 11.5 | 10.8 | 11.3 |
| Average for 5' 6" gauge { | Steam | * | * | * | * | * | * | 11.8 | 11.7 | 10.7 | 10.7 | 11.6 | 11.5 |
| | Electric† | 16.5 | 17.6 | Nil | Nil | 16.5 | 17.6 | 13.8 | 14.5 | Nil | Nil | 13.8 | 14.5 |
| 3' 3½" GAUGE. | | | | | | | | | | | | | |
| Assam Bengal | | 11.6 | 11.4 | 10.6 | 11.3 | 10.9 | 11.3 | 11.6 | 9.84 | 10.4 | 10.8 | 10.7 | 10.6 |
| Bengal and North Western | | 11.7 | 12.8 | 7.24 | 8.75 | 9.70 | 11.6 | 9.61 | 10.4 | 7.98 | 9.06 | 8.78 | 9.71 |
| Bombay, Baroda and Central India | | 13.1 | 13.4 | 13.8 | 14.2 | 13.3 | 13.5 | 12.1 | 12.2 | 11.1 | 11.3 | 11.6 | 11.8 |
| Burma | | 13.3 | 13.0 | 11.8 | 11.7 | 12.7 | 12.5 | 11.9 | 11.7 | 11.8 | 11.7 | 11.9 | 11.7 |
| Eastern Bengal | | 12.9 | 13.7 | 8.51 | 8.67 | 12.9 | 13.4 | 10.9 | 11.3 | 8.06 | 8.85 | 10.6 | 11.0 |
| Jodhpur | | 14.4 | 13.4 | 8.19 | 8.74 | 13.7 | 12.9 | 10.5 | 9.63 | 9.34 | 9.89 | 10.0 | 9.65 |
| Madras and Southern Mahratta | | 11.4 | 11.5 | 10.9 | 10.7 | 11.2 | 11.3 | 10.8 | 10.8 | 10.9 | 10.5 | 10.8 | 10.7 |
| Nizam's State | | 11.6 | 12.3 | 9.75 | 13.3 | 11.6 | 12.3 | 9.83 | 10.2 | 9.75 | 13.3 | 9.83 | 10.2 |
| Rohilkund and Kumaon | | 9.38 | 9.10 | 10.1 | 10.7 | 9.41 | 9.16 | 9.38 | 9.10 | 10.1 | 10.7 | 9.41 | 9.16 |
| South Indian | | Nil | Nil | Nil | Nil | Nil | Nil | 11.6 | 11.4 | 9.68 | 10.1 | 11.0 | 11.2 |
| Average for 3' 3½" gauge | | * | * | * | * | * | * | 11.2 | 11.2 | 10.7 | 11.1 | 11.0 | 11.2 |

| | | All Goods Trains. | |
|--|--|-------------------|----------|
| 2' 6" AND 2' 0" GAUGES. | | 1934-35. | 1935-36. |
| Bengal Nagpur | | 9.10 | 9.09 |
| Bombay, Baroda and Central India | | 13.3 | 10.5 |
| Eastern Bengal | | Nil | Nil |
| Great Indian Peninsula | | Nil | Nil |
| North Western | | 7.90 | 8.01 |
| South Indian | | Nil | Nil |
| Average for 2' 6" and 2' 0" gauges | | 8.73 | 8.80 |

* Information not available.

† Other than Electric multiple unit suburban trains.

21.—Statement of Shunting and Light Running on Class I Railways for the years 1934-35 and 1935-36.

| Railway. | Passenger and proportion of mixed. (Excluding Departmental.) | | | | | | Goods and proportion of mixed. (Excluding Departmental.) | | | | | |
|--|---|----------|--|----------|---|----------|---|----------|--|----------|---|----------|
| | Shunting miles per 100 train miles. | | Light engine miles per 100 train miles. | | Light and assisting not required engine miles per 100 train miles. | | Shunting engine miles per 100 train miles. | | Light engine miles per 100 train miles. | | Light and assisting not required engine miles per 100 train miles. | |
| | 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. |
| Year. | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 5' 6" GAUGE. | | | | | | | | | | | | |
| Bengal Nagpur | 5.23 | 4.79 | 1.05 | 1.11 | 1.15 | 1.17 | 44.8 | 42.0 | 8.17 | 8.65 | 8.81 | 10.6 |
| Bombay, Baroda and Central India | 3.68 | 4.05 | 3.86 | 4.07 | 3.88 | 4.10 | 35.3 | 35.5 | 2.41 | 2.42 | 2.49 | 2.53 |
| Eastern Bengal | 7.18 | 7.10 | 0.49 | 0.66 | 0.51 | 0.69 | 58.2 | 58.1 | 4.63 | 3.37 | 5.41 | 4.09 |
| East Indian | 4.79 | 4.71 | 2.82 | 2.93 | 3.30 | 3.52 | 33.3 | 33.8 | 7.50 | 7.71 | 8.56 | 8.92 |
| Great Indian Peninsula | 3.05 | 3.10 | 1.20 | 1.15 | 2.35 | 2.31 | 32.0 | 32.5 | 3.27 | 3.32 | 4.26 | 4.58 |
| Madras and Southern Mahratta | 3.17 | 2.97 | 2.24 | 2.02 | 2.42 | 2.16 | 32.1 | 30.7 | 4.97 | 4.89 | 5.25 | 5.62 |
| Nizam's State | 6.11 | 6.15 | 2.00 | 1.92 | 2.33 | 1.94 | 26.6 | 27.3 | 10.2 | 7.04 | 10.6 | 7.14 |
| North Western | 6.86 | 6.91 | 1.25 | 1.35 | 1.91 | 2.04 | 30.6 | 30.9 | 6.01 | 6.27 | 6.47 | 6.71 |
| South Indian | 5.39 | 3.60 | 0.64 | 0.80 | 0.65 | 0.66 | 44.8 | 38.5 | 6.36 | 5.72 | 7.65 | 6.81 |
| Average for 5' 6" gauge | 5.03 | 4.94 | 1.76 | 1.82 | 2.27 | 2.34 | 35.4 | 35.1 | 6.14 | 6.25 | 6.89 | 7.33 |
| 3' 3½" GAUGE. | | | | | | | | | | | | |
| Assam Bengal | 8.25 | 7.43 | 1.37 | 1.20 | 1.81 | 1.82 | 32.8 | 29.8 | 2.93 | 1.80 | 4.24 | 3.86 |
| Bengal and North Western | 3.83 | 3.56 | 0.62 | 0.49 | 0.90 | 0.74 | 51.8 | 50.7 | 1.83 | 1.66 | 4.10 | 3.54 |
| Bombay, Baroda and Central India | 5.29 | 5.57 | 0.85 | 0.72 | 1.27 | 1.02 | 29.8 | 28.4 | 2.09 | 2.02 | 3.35 | 3.14 |
| Burma | 5.59 | 5.28 | 0.63 | 0.71 | 0.63 | 0.71 | 24.2 | 26.7 | 6.16 | 5.79 | 6.18 | 5.80 |
| Eastern Bengal | 8.40 | 7.61 | 0.26 | 0.36 | 0.38 | 0.42 | 42.9 | 41.2 | 0.94 | 0.62 | 1.25 | 0.87 |
| Jodhpur | 10.4 | 8.82 | 0.95 | 0.68 | 1.60 | 1.35 | 28.2 | 29.5 | 2.96 | 1.81 | 3.57 | 2.27 |
| Madras and Southern Mahratta | 2.73 | 2.39 | 1.30 | 1.09 | 1.73 | 1.36 | 22.1 | 22.5 | 3.16 | 3.80 | 6.39 | 6.40 |
| Nizam's State | 3.50 | 3.12 | 2.60 | 2.09 | 2.63 | 2.37 | 22.3 | 22.7 | 7.75 | 8.56 | 8.14 | 8.89 |
| Rohilkund and Kumaon | 4.38 | 4.35 | 1.70 | 1.63 | 2.73 | 2.42 | 36.8 | 35.5 | 1.54 | 1.61 | 3.32 | 2.33 |
| South Indian | 4.59 | 3.20 | 0.21 | 0.15 | 0.33 | 0.19 | 31.3 | 32.1 | 1.62 | 0.72 | 2.86 | 0.84 |
| Average for 3' 3½" gauge | 5.07 | 4.57 | 0.75 | 0.68 | 1.03 | 0.89 | 32.6 | 32.3 | 2.97 | 2.70 | 4.37 | 3.86 |
| † Other engine miles per 100 train miles. | | | | | | | | | | | | |
| 2' 6" AND 2' 0" GAUGES. | Year. | | 1934-35. | | 1935-36. | | | | | | | |
| Bengal Nagpur | | | 25.1 | | 25.0 | | | | | | | |
| Bombay, Baroda and Central India | | | 10.1 | | 10.5 | | | | | | | |
| Eastern Bengal | | | 2.43 | | 0.15 | | | | | | | |
| Great Indian Peninsula | | | 8.65 | | 8.73 | | | | | | | |
| North Western | | | 19.1 | | 18.6 | | | | | | | |
| South Indian | | | 6.02 | | 4.55 | | | | | | | |
| Average for 2' 6" and 2' 0" gauges | | | 18.5 | | 18.3 | | | | | | | |

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.

22.—Statement of Engine Usage of Class I

| Railway. | Year | AVERAGE NUMBER OF ENGINES. | | | | ACTUAL NUMBER IN GOOD REPAIR STORED. | | AVERAGE NUMBER IN | | |
|-----------------------------------|---------|----------------------------|----------|---------------------------|--------------------|--------------------------------------|---------------------------|--------------------|----------------|----------------|
| | | Authorised stock. | On line. | Under or awaiting repair. | Available for use. | Maximum in any one month. | Minimum in any one month. | Passenger service. | Mixed service. | Goods service. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 5' 6" GAUGE. | | | | | | | | | | |
| Bengal Nagpur . . . | 1934-35 | 743 | 708 | 187 | 521 | 51 | 46 | 108 | 7 | 211 |
| | 1935-36 | 743 | 672 | 135 | 537 | 9 | 4 | 107 | 6 | 232 |
| Bombay, Baroda and Central India. | 1934-35 | 385 | 364 | 75 | 289 | 19 | 10 | 74 | 22 | 63 |
| | 1935-36 | 384 | 361 | 66 | 295 | 21 | 16 | 71 | 21 | 61 |
| Eastern Bengal . . . | 1934-35 | 330 | 303 | 65 | 233 | 10 | 3 | 96 | 6 | 43 |
| | 1935-36 | 313 | 302 | 68 | 230 | 10 | 1 | 101 | 8 | 40 |
| East Indian . . . | 1934-35 | 1,588 | 1,597 | 234 | 1,351 | 200 | 78 | 300 | 41 | 384 |
| | 1935-36 | 1,588 | 1,578 | 233 | 1,335 | 143 | 47 | 299 | 41 | 395 |
| Great Indian Peninsula. | 1934-35 | 817 | 815 | 153 | 662 | 139 | 100 | 135 | 27 | 156 |
| | 1935-36 | *766 | *752 | 137 | †615 | 137 | 63 | 132 | 26 | 149 |
| | 1934-35 | 65 | 65 | 9 | 56 | Nil | Nil | 26 | Nil | 19 |
| | 1935-36 | 65 | 65 | 10 | 55 | Nil | Nil | 24 | Nil | 19 |
| Madras and Mahratta. Southern | 1934-35 | 305 | 304 | 79 | 225 | 20 | 9 | 86 | 10 | 54 |
| | 1935-36 | 305 | 302 | 71 | 231 | 20 | 14 | 84 | 9 | 63 |
| Nizam's State . . . | 1934-35 | 85 | 86 | 23 | 63 | Nil | Nil | 13 | 11 | 16 |
| | 1935-36 | 85 | 85 | 16 | 69 | Nil | Nil | 12 | 9 | 15 |
| North Western . . . | 1934-35 | 1,278 | 1,264 | 175 | 1,089 | 142 | 71 | 241 | 113 | 223 |
| | 1935-36 | 1,263 | 1,239 | 199 | 1,040 | 72 | 58 | 225 | 118 | 234 |
| South Indian . . . | 1934-35 | 152 | 151 | 31 | 120 | 3 | Nil | 54 | 7 | 22 |
| | 1935-36 | 152 | 154 | 34 | 120 | 1 | Nil | 56 | 7 | 24 |
| Total 5' 6" Gauge | 1934-35 | 5,683 | 5,592 | 977 | 4,598 | .. | .. | 1,107 | 244 | 1,172 |
| | 1935-36 | 5,590 | 5,445 | 959 | 4,472 | .. | .. | 1,087 | 245 | 1,213 |
| | 1934-35 | 65 | 65 | 9 | 56 | Nil | Nil | 26 | Nil | 19 |
| | 1935-36 | 65 | 65 | 10 | 55 | Nil | Nil | 24 | Nil | 19 |
| 3' 3½" GAUGE. | | | | | | | | | | |
| Assam Bengal . . . | 1934-35 | 205 | 205 | 31 | 174 | Nil | Nil | Nil | 95 | 16 |
| | 1935-36 | 205 | 204 | 29 | 175 | Nil | Nil | 3 | 99 | 13 |
| Bengal and North Western . | 1934-35 | 355 | 368 | 22 | 366 | 22 | 1 | 95 | 53 | 81 |
| | 1935-36 | 355 | 389 | 19 | 370 | 31 | 1 | 103 | 50 | 73 |
| Bombay, Baroda and Central India. | 1934-35 | 490 | 463 | 62 | 401 | 63 | 27 | 90 | 53 | 72 |
| | 1935-36 | 490 | 463 | 68 | 395 | 64 | 47 | 86 | 56 | 71 |

*This includes 8 engines used exclusively by Mechanical Department.

†Excluding Electric Multiple Unit Suburban Trains.

‡This includes 7 engines used exclusively by Mechanical Department.

Railways for the years 1934-35 and 1935-36.

| USE DAILY ON— | | | Spare. | Maximum number in use on any one day. | ENGINE MILES PER DAY. | | | | | NET TON MILES. | | Hours worked per day per engine available for use. | Railway. |
|-----------------------|----------------------------|--------|--------|---------------------------------------|-----------------------|-------------------|-------------------|--------------------|---------------------|-------------------------------------|------------------------------------|--|-------------------------------|
| Departmental service. | Shunting including siding. | Total. | | | Per passenger engine. | Per mixed engine. | Per Goods engine. | Per engine in use. | Per engine on line. | Per (goods) locomotive day on line. | Per (goods) Locomotive day in use. | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| | | | | | | | | | | | | | 5' 6" GAUGE. |
| 24 | 76 | 426 | 95 | 461 | 140 | 169 | 95 | 109 | 66 | 13,798 | 24,789 | 8·70 | } B. N. |
| 26 | 78 | 449 | 85 | 476 | 144 | 184 | 99 | 112 | 75 | 15,936 | 25,747 | 9·87 | |
| 45 | 13 | 217 | 56 | 243 | 137 | 108 | 83 | 98 | 58 | 12,402 | 23,023 | 6·60 | } B., B. & C. I. |
| 13 | 45 | 211 | 64 | 238 | 144 | 115 | 86 | 101 | 59 | 12,638 | 23,841 | 6·37 | |
| 18 | 46 | 209 | 18 | 230 | 147 | 120 | 95 | 120 | 83 | 9,125 | 15,886 | 10·3 | } E. B. |
| 13 | 45 | 207 | 17 | 228 | 144 | 110 | 94 | 119 | 82 | 8,841 | 14,491 | 10·2 | |
| 64 | 220 | 1,009 | 203 | 1,127 | 141 | 111 | 96 | 103 | 65 | 16,268 | 27,347 | 7·50 | } E. I. |
| 67 | 229 | 1,031 | 217 | 1,116 | 145 | 113 | 94 | 103 | 67 | 15,922 | 26,410 | 7·78 | |
| 27 | 85 | 430 | 114 | 423 | 197 | 100 | 108 | 127 | 67 | *12,345 | *25,478 | 6·95 | } Steam. } G.I.P. |
| ††25 | 86 | ††418 | 95 | 464 | 202 | 106 | 115 | 131 | 72 | 13,576 | 26,256 | 7·36 | |
| 2 | 4 | 51 | 5 | 51 | 184 | Nil | 98 | 142 | 111 | *26,816 | *37,984 | 9·51 | } Elec. † |
| 2 | 5 | 50 | 5 | 56 | 197 | Nil | 98 | 144 | 111 | 26,305 | 37,420 | 9·58 | |
| 12 | 26 | 188 | 21 | 199 | 132 | 110 | 96 | 110 | 71 | 12,937 | 22,898 | 8·59 | } M. & S. M. |
| 12 | 25 | 193 | 21 | 202 | 135 | 118 | 95 | 111 | 71 | 14,047 | 24,103 | 8·56 | |
| 6 | 7 | 53 | 10 | 66 | 161 | 116 | 109 | 115 | 71 | 13,722 | 26,644 | 9·63 | } N. S. |
| 6 | 8 | 50 | 19 | 59 | 162 | 128 | 116 | 117 | 68 | 13,289 | 27,812 | 8·24 | |
| 34 | 127 | 738 | 239 | 791 | 122 | 142 | 84 | 103 | 60 | 10,259 | 19,166 | 6·21 | } N. W. |
| 34 | 126 | 737 | 239 | 792 | 135 | 142 | 83 | 106 | 63 | 11,071 | 18,604 | 6·74 | |
| 7 | 9 | 99 | 20 | 114 | 131 | 91 | 96 | 111 | 72 | 7,707 | 14,307 | 8·89 | } S. I. |
| 9 | 7 | 103 | 17 | 112 | 137 | 97 | 97 | 115 | 77 | 8,636 | 16,136 | 9·40 | |
| 237 | 609 | 3,369 | 776 | .. | 143 | 126 | 95 | 108 | 65 | *13,184 | *24,023 | | } Steam. } Total 5' 6" Gauge. |
| 205 | 649 | 3,399 | 774 | .. | 149 | 128 | 95 | 110 | 69 | 13,870 | 23,807 | | |
| 2 | 4 | 51 | 5 | 51 | 184 | Nil | 98 | 142 | 111 | *26,816 | *37,984 | | } Elec. † |
| 2 | 5 | 50 | 5 | 56 | 197 | Nil | 98 | 144 | 111 | 26,305 | 37,420 | | |
| | | | | | | | | | | | | | 3' 3½" GAUGE. |
| 8 | 25 | 143 | 31 | 151 | Nil | 94 | 90 | 90 | 63 | 5,520 | 8,618 | 8·60 | } A. B. |
| 7 | 24 | 146 | 29 | 153 | 91 | 95 | 93 | 90 | 64 | 5,109 | 7,744 | 8·36 | |
| 29 | 45 | 303 | 63 | 334 | 115 | 99 | 95 | 99 | 79 | 7,695 | 11,344 | 9·26 | } B. & N. W. |
| 28 | 41 | 295 | 75 | 328 | 115 | 106 | 97 | 102 | 79 | 7,951 | 12,159 | 8·73 | |
| 18 | 39 | 272 | 77 | 317 | 118 | 95 | 97 | 97 | 67 | 7,371 | 14,243 | 6·41 | } B., B & C. I. |
| 18 | 40 | 271 | 69 | 305 | 120 | 97 | * 100 | 99 | 58 | 7,308 | 14,124 | 6·35 | |

* Locomotive days of Shunting engines are wholly charged to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam engines.

†† This includes 7 engines used exclusively by Mechanical Department.

††† Accs.

22.—Statement of Engine Usage of Class 1

| Railway. | Year. | AVERAGE NUMBER OF ENGINES. | | | | ACTUAL NUMBER IN GOOD REPAIR STORED. | | AVERAGE NUMBER IN | | |
|--|---------|----------------------------|-------------|---------------------------------|--------------------------|--|--------------------------------------|-----------------------|-------------------|-------------------|
| | | Authorised stock. | On line. | Under or awaiting repair. | Available for use. | Maxi- mum in any one month. | Mini- mum in any one month. | Passenger service. | Mixed service. | Goods service. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 3' 3½" GAUGE—concl'd. | | | | | | | | | | |
| Burma | 1934-35 | 390 | 392 | 46 | 346 | 22 | 5 | 21 | 93 | 55 |
| | 1935-36 | 389 | 389 | 39 | 350 | 11 | 1 | 22 | 93 | 52 |
| Eastern Bengal | 1934-35 | 223 | 220 | 47 | 172 | 39 | 27 | 46 | 18 | 31 |
| | 1935-36 | 212 | 213 | 30 | 182 | 45 | 23 | 46 | 20 | 33 |
| Jodhpur | 1934-35 | 105 | 107 | 9 | 98 | Nil | Nil | 8 | 31 | 12 |
| | 1935-36 | 105 | 106 | 9 | 97 | Nil | Nil | 10 | 31 | 13 |
| Madras and Southern Mahratta | 1934-35 | 341 | 360 | 56 | 304 | 35 | 24 | 65 | 41 | 79 |
| | 1935-36 | 340 | 357 | 66 | 291 | 29 | 22 | 67 | 38 | 77 |
| Nizam's State | 1934-35 | 87 | 83 | 23 | 60 | Nil | Nil | 19 | 4 | 8 |
| | 1935-36 | 87 | 87 | 14 | 73 | Nil | Nil | 17 | 4 | 9 |
| Rohilkund and Kumaon | 1934-35 | 75 | 76 | .. | 71 | Nil | Nil | 14 | 22 | 7 |
| | 1935-36 | 75 | 76 | .. | 71 | Nil | Nil | 14 | 22 | 7 |
| South Indian | 1934-35 | *406 | 403 | 80 | 323 | 19 | 3 | 136 | 35 | 52 |
| | 1935-36 | *401 | 391 | 79 | 312 | 17 | 13 | 138 | 33 | 48 |
| Total 3' 3½" Gauge | 1934-35 | 2,677 | 2,697 | 376 | 2,315 | .. | .. | 494 | 445 | 412 |
| | 1935-36 | 2,659 | 2,675 | 353 | 2,316 | .. | .. | 506 | 446 | 396 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | | |
| Bengal Nagpur | 1934-35 | 116 | 113 | 24 | 89 | Nil | Nil | 19 | 21 | 15 |
| | 1935-36 | 116 | 112 | 23 | 89 | 8 | 4 | 21 | 18 | 16 |
| Bombay, Baroda and Cen- tral India. | 1934-35 | 27 | 26 | 6 | 20 | Nil | Nil | 4 | 11 | Nil |
| | 1935-36 | 27 | 26 | 5 | 21 | Nil | Nil | 3 | 12 | Nil |
| Eastern Benga | 1934-35 | 9 | 11 | 3 | 8 | Nil | Nil | 3 | 3 | Nil |
| | 1935-36 | 9 | 9 | 2 | 6 | Nil | Nil | 3 | 2 | Nil |
| Great Indian Peninsula | 1934-35 | 22 | 22 | 5 | 17 | 1 | Nil | Nil | 12 | Nil |
| | 1935-36 | 22 | 22 | 5 | 17 | 2 | Nil | Nil | 12 | Nil |
| North Western | 1934-35 | 100 | 100 | 14 | 86 | 15 | 10 | 3 | 24 | 16 |
| | 1935-36 | 100 | 101 | 16 | 85 | 18 | 9 | 3 | 23 | 16 |
| South Indian | 1934-35 | 11 | 11 | 1 | 10 | 3 | Nil | Nil | 6 | Nil |
| | 1935-36 | 11 | 11 | 2 | 9 | 3 | Nil | Nil | 5 | Nil |
| TOTAL 2' 6" AND 2' 0" GAUGES | 1934-35 | 285 | 283 | 53 | 230 | .. | .. | 29 | 77 | 31 |
| | 1935-36 | 285 | 281 | 53 | 227 | .. | .. | 30 | 72 | 32 |

*Excludes 2 Battery Tenders.

Railways for the years 1934-35 and 1935-36—concl'd.

| USE DAILY ON— | | | Spare. | Maxi- mum number in use on any one day. | ENGINE MILES PER DAY. | | | | | NET TON MILES. | | Hour- workd per day per en- gine avail- able for use. | Railway. |
|-------------------------------|--|--------|--------|--|-----------------------------|-------------------------|-------------------------|--------------------------|------------------------------|--|--|---|---------------------------------------|
| Depart- mental service. | Shunt- ing includ- ing siding. | Total. | | | Per passenger engine. | Per mixed engine. | Per Goods engine. | Per engine in use. | Per engine on line. | Per (goods) locomotive day on line. | Per (goods) locomotive day in use. | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| | | | | | | | | | | | | | 3' 3 1/2" GAUGE —concl'd. |
| 13 | 41 | 223 | 112 | 253 | 162 | 116 | 105 | 112 | 63 | 7,736 | 15,034 | 6.87 | } Burma. |
| 15 | 40 | 222 | 122 | 251 | 160 | 123 | 104 | 114 | 65 | 7,397 | 14,463 | 6.87 | |
| 5 | 28 | 128 | 11 | 143 | 124 | 107 | 103 | 104 | 61 | 6,001 | 11,133 | 8.27 | } E. B. |
| 5 | 28 | 132 | 14 | 143 | 132 | 121 | 100 | 109 | 68 | 6,578 | 11,249 | 8.10 | |
| 4 | 0 | 64 | 34 | 78 | 131 | 100 | 101 | 98 | 59 | 4,874 | 10,581 | 8.10 | } Jodhpur. |
| 7 | 10 | 71 | 26 | 82 | 136 | 100 | 104 | 100 | 66 | 6,452 | 10,892 | 9.27 | |
| 8 | 33 | 226 | 47 | 250 | 141 | 98 | 91 | 102 | 64 | 5,166 | 8,639 | 7.22 | } M. & S. M. |
| 10 | 32 | 224 | 41 | 243 | 141 | 98 | 86 | 101 | 63 | 4,806 | 8,203 | 7.29 | |
| 2 | 8 | 41 | 19 | 49 | 141 | 123 | 134 | 118 | 58 | 6,692 | 15,470 | 7.29 | } N. S. |
| 4 | 7 | 41 | 32 | 52 | 145 | 117 | 117 | 113 | 53 | 5,602 | 14,210 | 5.95 | |
| 11 | 3 | 57 | 14 | Nil | 129 | 108 | 90 | 106 | 80 | 6,087 | 8,919 | 8.90 | } R. & K. |
| 3 | 11 | 57 | 14 | 68 | 132 | 108 | 92 | 107 | 80 | 6,152 | 8,955 | 8.84 | |
| 22 | 15 | 260 | 50 | 287 | 126 | 85 | 87 | 106 | 68 | *5,064 | *9,778 | *8.69 | } S. I |
| 24 | 15 | 258 | 38 | 279 | 125 | 86 | 85 | 105 | 69 | *5,103 | *10,078 | *8.59 | |
| 120 | 246 | 1,717 | 458 | .. | 127 | 101 | 96 | 102 | 65 | 6,444 | 11,075 | | } TOTAL 3 3 1/2" GAUGE. |
| 121 | 248 | 1,717 | 460 | .. | 127 | 104 | 95 | 103 | 66 | 6,435 | 11,342 | | |
| | | | | | | | | | | | | | 2' 6" & 2' 0" GAUGES |
| 2 | 10 | 67 | 22 | 78 | 102 | 91 | 74 | 88 | 52 | 2,048 | 3,736 | 7.60 | } B. N. |
| 2 | 10 | 67 | 19 | 77 | 95 | 97 | 77 | 88 | 53 | 2,080 | 3,746 | 7.73 | |
| Nil | Nil | 15 | 5 | 19 | 75 | 80 | Nil | 79 | 46 | 2,495 | 2,495 | 7.75 | } B., B. & C I. |
| Nil | Nil | 15 | 6 | 18 | 100 | 74 | Nil | 82 | 47 | 1,699 | 1,699 | 7.53 | |
| Nil | Nil | 6 | 2 | 7 | 61 | 55 | Nil | 59 | 30 | 247 | 542 | 7.09 | } E. B. |
| Nil | Nil | 5 | 1 | 7 | 59 | 51 | Nil | 56 | 33 | 320 | 546 | 8.46 | |
| 1 | 1 | 14 | 2 | 15 | Nil | 102 | Nil | 98 | 63 | 1,183 | 2,196 | 7.69 | } G. I. P. |
| Nil | 1 | 13 | 3 | 18 | Nil | 106 | Nil | 108 | 64 | 1,146 | 2,128 | 7.63 | |
| 1 | 5 | 49 | 24 | 65 | 113 | 79 | 64 | 75 | 37 | 822 | 1,757 | 6.24 | } N. W |
| 1 | 5 | 48 | 24 | 59 | 117 | 81 | 64 | 76 | 36 | 856 | 1,860 | 5.26 | |
| Nil | Nil | 6 | 2 | 7 | Nil | 75 | Nil | 75 | 41 | 1,445 | 2,716 | 6.19 | } S. I. |
| .. | Nil | 5 | 2 | 7 | Nil | 87 | Nil | 87 | 43 | 1,289 | 2,671 | 6.78 | |
| 4 | 16 | 157 | 57 | .. | 95 | 85 | 69 | 86 | 46 | 1,479 | 2,888 | | } TOTAL 2' 6" AND 2' 0" GAUGES. |
| 3 | 16 | 153 | 55 | .. | 94 | 87 | 70 | 84 | 46 | 1,493 | 2,941 | | |

* Combined figures for Steam and Electric.

23.—Statement of Loads of Trains of Class I Railways for the years 1934-35 and 1935-36.

| Railway. | Year. | AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS). | | | | | | | | | | |
|-----------------------------------|---------|---|--|-------------------|--------|---|-------------------|--------|---|-----------------------------------|--|--|
| | | PAS- SENGER TRAINS. | PASSEN- GER INCLUD- ING PRO- PORTION OF MIXED. | GOODS TRAINS. | | | | | | GOODS AND PROPORTION OF MIXED. | | |
| | | | | Main lines | | | Branch lines. | | | Main and Branch lines. | | |
| | | | | Loaded wagons. | Total. | Per- centage loaded of total. | Loaded wagons. | Total. | Per- centage loaded of total. | Net or freight weight. | Gross weight including weight of engine. | Gross weight excluding weight of engine. |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 5' 6" GAUGE. | | | Tons. | | | | | | | Tons. | Tons. | Tons. |
| Bengal Nagpur . | 1934-35 | 15 | 416 | 29 | 42 | 69.6 | 26 | 44 | 58.5 | 405 | 918 | 802 |
| | 1935-36 | 16 | 419 | 29 | 42 | 69.8 | 26 | 43 | 59.6 | 410 | 925 | 806 |
| Bombay, Baroda and Central India. | 1934-35 | 17 | 400 | 39 | 53 | 73.6 | 26 | 44 | 59.1 | 410 | 971 | 866 |
| | 1935-36 | 18 | 394 | 39 | 54 | 72.2 | 27 | 44 | 61.3 | 418 | 988 | 884 |
| Eastern Bengal . | 1934-35 | 16 | 365 | 34 | 47 | 72.6 | 26 | 41 | 61.8 | 321 | 843 | 748 |
| | 1935-36 | 16 | 366 | 33 | 46 | 72.5 | 25 | 40 | 61.2 | 297 | 798 | 704 |
| East Indian . | 1934-35 | 17 | 417 | 35 | 55 | 64.5 | 22 | 33 | 66.6 | 481 | 1,079 | 964 |
| | 1935-36 | 17 | 417 | 35 | 55 | 64.4 | 22 | 33 | 66.6 | 469 | 1,063 | 946 |
| Great Indian Peninsula | 1934-35 | 15 | 393 | 37 | 50 | 74.4 | 23 | 36 | 64.3 | 376 | 915 | 805 |
| | 1935-36 | 15 | 398 | 37 | 49 | 75.1 | 23 | 36 | 65.1 | 375 | 912 | 800 |
| Electric | 1934-35 | 18 | 457 | 44 | 53 | 83.2 | Nil | Nil | Nil | 471 | 1,135 | 996 |
| | 1935-36 | 18 | 466 | 44 | 54 | 81.9 | Nil | Nil | Nil | 472 | 1,149 | 1,011 |
| Madras and Southern Mahratta. | 1934-35 | 13 | 385 | 37 | 52 | 70.8 | 32 | 39 | 81.4 | 349 | 923 | 797 |
| | 1935-36 | 14 | 386 | 34 | 51 | 66.9 | 31 | 39 | 80.5 | 358 | 932 | 810 |
| Nizam's State . | 1934-35 | 14 | 415 | 32 | 46 | 68.2 | 31 | 53 | 57.9 | 340 | 831 | 695 |
| | 1935-36 | 15 | 431 | 31 | 46 | 67.9 | 11 | 35 | 32.1 | 333 | 829 | 696 |
| North Western . | 1934-35 | 18 | 409 | 38 | 53 | 73.0 | 24 | 33 | 73.1 | 317 | 810 | 703 |
| | 1935-36 | 18 | 405 | 39 | 53 | 73.8 | 25 | 34 | 74.7 | 310 | 810 | 702 |
| South Indian . | 1934-35 | 12 | 313 | 28 | 35 | 78.8 | 22 | 30 | 74.9 | 243 | 673 | 570 |
| | 1935-36 | 12 | 303 | 30 | 39 | 77.7 | 22 | 30 | 71.8 | 256 | 716 | 610 |
| Average for 5' 6" gauge | 1934-35 | 16 | 389 | 35 | 51 | 69.4 | 24 | 38 | 64.3 | 391 | 931 | 815 |
| | 1935-36 | 16 | 400 | 35 | 51 | 69.4 | 24 | 38 | 64.8 | 393 | 943 | 823 |
| Electric | 1934-35 | 18 | 457 | 44 | 53 | 83.2 | Nil | Nil | Nil | 471 | 1,135 | 996 |
| | 1935-36 | 18 | 466 | 44 | 54 | 81.9 | Nil | Nil | Nil | 472 | 1,149 | 1,011 |
| 3' 3½" GAUGE. | | | | | | | | | | | | |
| Assam Bengal . | 1934-35 | 30 | 311 | 27 | 45 | 60.3 | 13 | 19 | 68.2 | 136 | 345 | 299 |
| | 1935-36 | 4 | 285 | 19 | 29 | 66.7 | 13 | 19 | 66.8 | 118 | 316 | 269 |
| Bengal and North Western. | 1934-35 | 16 | 215 | 34 | 46 | 73.9 | 24 | 34 | 70.6 | 189 | 411 | 359 |
| | 1935-36 | 16 | 215 | 36 | 48 | 75.0 | 25 | 33 | 75.8 | 193 | 417 | 365 |
| Bombay, Baroda and Central India. | 1934-35 | 19 | 255 | 36 | 51 | 70.6 | 31 | 43 | 72.1 | 210 | 468 | 411 |
| | 1935-36 | 20 | 253 | 36 | 51 | 70.6 | 29 | 42 | 69.1 | 203 | 460 | 401 |

** Excluding Electric multiple unit suburban trains.

23.—Statement of Loads of Trains of Class I Railways for the years 1934-35 and 1935-36—concl'd.

| Railway. | Year. | AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS). | | | | | | | | | | | |
|--|---------|---|--|------------------------|--|-------------------|---------------|--|-------------------|--------------------------------|--|------------------------------|--|
| | | PAS- SENGER TRAINS. | PASSEN- GER INCLUD- ING PRO- PORTION OF MIXED. | GOODS TRAINS. | | | | | | GOODS AND PROPORTION OF MIXED. | | | |
| | | | | Main lines. | | | Branch lines. | | | Main and Branch lines. | | | |
| | | | | No. of vehicles. | Gross weight includ- ing weight of engine. | Loaded wagons. | Total. | Per- cent- age loaded of total. | Loaded wagons. | Total. | Per- cent- age loaded of total. | Net or freight weight. | Gross weight including weight of engine. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| <hr/> | | | | | | | | | | | | | |
| 3' 3½" GAUGE—concl'd. | | | Tons. | | | | | | | | Tons. | Tons. | Tons. |
| Burma | 1934-35 | 18 | 229 | 38 | 55 | 69.5 | 14 | 21 | 67.9 | 208 | 472 | 393 | |
| | 1935-36 | 18 | 222 | 40 | 55 | 71.7 | 14 | 20 | 69.3 | 201 | 459 | 383 | |
| Eastern Bengal | 1934-35 | 21 | 276 | 33 | 47 | 71.1 | 19 | 31 | 62.7 | 173 | 470 | 408 | |
| | 1935-36 | 21 | 277 | 33 | 47 | 71.0 | 21 | 34 | 62.7 | 170 | 463 | 401 | |
| Jodhpur | 1934-35 | 20 | 280 | 36 | 53 | 68.0 | 15 | 26 | 57.0 | 153 | 386 | 326 | |
| | 1935-36 | 18 | 273 | 36 | 52 | 69.2 | 16 | 26 | 61.5 | 156 | 393 | 335 | |
| Madras and Southern Mahratta. | 1934-35 | 14 | 217 | 26 | 34 | 75.4 | 16 | 23 | 71.3 | 133 | 373 | 298 | |
| | 1935-36 | 14 | 217 | 27 | 35 | 76.5 | 17 | 22 | 74.2 | 131 | 372 | 299 | |
| Nizam's State | 1934-35 | 11 | 202 | 28 | 39 | 73.0 | 7 | 19 | 34.2 | 206 | 503 | 426 | |
| | 1935-36 | 11 | 210 | 28 | 37 | 76.7 | 15 | 15 | 100.0 | 203 | 494 | 416 | |
| Rohilkund and Kumaon | 1934-35 | 12 | 195 | 20 | 30 | 66.7 | 14 | 25 | 56.0 | 136 | 298 | 245 | |
| | 1935-36 | 13 | 194 | 21 | 32 | 65.6 | 12 | 22 | 54.5 | 136 | 301 | 248 | |
| South Indian | 1934-35 | 15 | 197 | 33 | 45 | 72.8 | 23 | 32 | 71.1 | 160 | 432 | 367 | |
| | 1935-36 | 15 | 189 | 32 | 45 | 70.8 | 21 | 31 | 69.8 | 164 | 440 | 376 | |
| Average for 3' 3½" gauge. | 1934-35 | 16 | 230 | 33 | 46 | 71.8 | 22 | 32 | 70.1 | 174 | 422 | 357 | |
| | 1935-36 | 16 | 226 | 33 | 46 | 72.3 | 22 | 31 | 70.5 | 171 | 417 | 353 | |
| <hr/> | | | | | | | | | | | | | |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | | | | | |
| Bengal Nagpur | 1934-35 | | | | | | | | | 67 | 219 | 167 | |
| | 1935-36 | | | | | | | | | 65 | 214 | 162 | |
| Bombay, Baroda and Central India. | 1934-35 | | | | | | | | | 40 | 118 | 90 | |
| | 1935-36 | | | | | | | | | 42 | 119 | 91 | |
| Eastern Bengal | 1934-35 | | | | | | | | | 11 | 53 | 40 | |
| | 1935-36 | | | | | | | | | 11 | 53 | 40 | |
| Great Indian Peninsula | 1934-35 | | | | | | | | | 27 | 119 | 72 | |
| | 1935-36 | | | | | | | | | 25 | 118 | 70 | |
| North Western | 1934-35 | | | | | | | | | 32 | 140 | 90 | |
| | 1935-36 | | | | | | | | | 33 | 140 | 91 | |
| South Indian | 1934-35 | | | | | | | | | 39 | 133 | 93 | |
| | 1935-36 | | | | | | | | | 32 | 121 | 81 | |
| Average for 2' 6" and 2' 0" gauges. | 1934-35 | | | | | | | | | 46 | 168 | 118 | |
| | 1935-36 | | | | | | | | | 45 | 165 | 116 | |

24. -- Statement* of vehicles and wagons and their usage on Class I Railways for the years 1934-35 and 1935-36.

| Railway. | Year. | COACHING STOCK | | | | | | | GOODS STOCK. | | | | AVERAGE STARTING WAGON LOAD (IN TONS) (IN TERMS OF 4-WHEELERS). | | | | | | |
|-----------------------------------|---------|--------------------------------------|-------|-------------------------|-------------------------|--------------------------|-------------------------|---|--------------------------------------|---------------------------------|-------------------------|--|---|--------------------|--------------------|---|------|-----|--|
| | | AVERAGE AUTHORISED STOCK (IN UNITS). | | AVERAGE NUMBER ON LINE. | | | | Vehicle miles per vehicle day (in terms of 4-wheelers.) | Average authorised stock (in units). | AVERAGE NUMBER OF WAGONS OWNED. | | Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers). | Coal and coke. | Heavy merchandise. | Light merchandise. | AVERAGE WAGON LOAD DURING THE RUN (IN TONS) (IN TERMS OF 4-WHEELERS). | | | |
| | | | | Passenger Carriages. | | Other Coaching Vehicles. | | | | In units. | In terms of 4-wheelers. | | | | | | | | |
| | | | | In units. | In terms of 4-wheelers. | In units. | In terms of 4-wheelers. | | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
| 5' 6" GAUGE. | | | | | | | | | | | | | | | | | | | |
| Bengal Nagpur | 1934-35 | 843 | 395 | 811 | 1,533 | 248 | 335 | 119 | 22,876 | 22,985 | 24,624 | 22,061 | 20.4 | 18.2 | 13.3 | 14.9 | 32.8 | 321 | |
| | 1935-36 | 842 | 394 | 807 | 1,576 | 247 | 334 | 123 | 22,845 | 22,926 | 24,565 | 22,575 | 20.6 | 18.3 | 12.6 | 15.0 | 35.5 | 353 | |
| Bombay, Baroda and Central India. | 1934-35 | 626 | 303 | 566 | 1,090 | 192 | 222 | 112 | 10,166 | 9,216 | 9,446 | 9,272 | 20.7 | 13.9 | 10.1 | 12.3 | 32.5 | 290 | |
| | 1935-36 | 626 | 298 | 561 | 1,083 | 198 | 228 | 114 | 10,094 | 9,198 | 9,455 | 9,209 | 21.0 | 13.7 | 9.99 | 12.3 | 33.1 | 295 | |
| Eastern Bengal | 1934-35 | 502 | 346 | 792 | 1,532 | 254 | 271 | 120 | 8,216 | 7,657 | 7,811 | 7,151 | 20.5 | 13.5 | 8.00 | 9.90 | 25.0 | 178 | |
| | 1935-36 | 801 | 364 | 732 | 1,426 | 250 | 266 | 131 | 7,934 | 7,865 | 8,019 | 7,091 | 19.8 | 13.3 | 7.89 | 9.77 | 22.9 | 160 | |
| East Indian | 1934-35 | 2,267 | 884 | 2,580 | 4,507 | 662 | 840 | 130 | 49,282 | 48,867 | 49,304 | 48,748 | 20.6 | 13.9 | 8.28 | 14.7 | 34.5 | 333 | |
| | 1935-36 | 2,139 | 802 | 2,549 | 4,767 | 662 | 842 | 133 | 40,079 | 48,596 | 49,033 | 48,384 | 20.6 | 14.0 | 7.75 | 14.5 | 34.6 | 328 | |
| Great Indian Peninsula. | 1934-35 | 1,222 | 826 | 1,165 | 2,346 | 574 | 698 | 160 | 17,287 | 17,190 | 18,398 | 17,693 | 19.6 | 15.3 | 11.1 | 11.6 | 45.2 | 386 | |
| | 1935-36 | 1,150 | 793 | 1,128 | 2,276 | 552 | 675 | 168 | 17,130 | 17,172 | 18,431 | 18,917 | 20.2 | 15.5 | 12.1 | 11.7 | 41.8 | 362 | |
| Madras and Southern Mahratta. | 1934-35 | 637 | 322 | 698 | 1,184 | 224 | 238 | 102 | 5,775 | 5,806 | 5,895 | 5,619 | 19.3 | 13.3 | 7.00 | 10.6 | 42.4 | 333 | |
| | 1935-36 | 631 | 319 | 696 | 1,180 | 222 | 236 | 106 | 5,803 | 5,979 | 6,060 | 5,787 | 20.0 | 12.3 | 6.80 | 11.3 | 46.4 | 369 | |
| Nizam's State | 1934-35 | 119 | 54 | 123 | 213 | 35 | 38 | 150 | 2,090 | †2,168 | †2,168 | 2,138 | 19.8 | 15.9 | 6.51 | 13.1 | 38.8 | 352 | |
| | 1935-36 | 118 | 55 | 122 | 213 | 36 | 38 | 148 | 2,086 | †2,110 | †2,110 | 2,000 | 20.0 | 16.6 | 6.28 | 12.7 | 40.9 | 361 | |
| North Western | 1934-35 | 2,474 | 1,364 | 2,427 | 4,662 | 932 | 1,013 | 116 | 28,507 | 28,287 | 29,254 | 27,931 | 20.4 | 13.5 | 8.09 | 10.1 | 31.7 | 239 | |
| | 1935-36 | 2,454 | 1,339 | 2,404 | 4,629 | 937 | 1,014 | 120 | 28,321 | 28,145 | 29,106 | 28,318 | 19.9 | 13.1 | 7.89 | 9.81 | 32.1 | 238 | |
| South Indian | 1934-35 | 316 | 126 | 312 | 633 | 105 | 114 | 112 | 2,299 | 2,144 | 2,156 | 1,949 | 22.3 | 15.4 | 9.33 | 9.67 | 31.0 | 237 | |
| | 1935-36 | 324 | 126 | 315 | 639 | 102 | 111 | 124 | 2,209 | 2,299 | 2,311 | 2,154 | 21.1 | 15.0 | 9.33 | 9.72 | 33.1 | 249 | |
| Total 5' 6" Gauge and average. | 1934-35 | 9,306 | 4,620 | 9,474 | 18,050 | 3,228 | 3,769 | 126 | 146,498 | 144,320 | 149,056 | 142,562 | | | | 12.7 | 34.8 | 308 | |
| | 1935-36 | 9,085 | 4,550 | 9,314 | 17,795 | 3,205 | 3,744 | 130 | 145,591 | 144,290 | 149,090 | 144,435 | | | | 12.6 | 35.1 | 309 | |
| 3' 3½" GAUGE. | | | | | | | | | | | | | | | | | | | |
| Assam Bengal | 1934-35 | 620 | 239 | 618 | 1,188 | 117 | 129 | 83 | 5,306 | 5,223 | 5,702 | 5,323 | 10.5 | 8.55 | 6.41 | 6.93 | 28.6 | 139 | |
| | 1935-36 | 615 | 244 | 613 | 1,183 | 123 | 135 | 86 | 5,319 | 5,172 | 5,656 | 5,410 | 10.4 | 7.98 | 6.27 | 6.71 | 25.8 | 118 | |
| Bengal and North Western. | 1934-35 | 1,332 | 249 | 1,312 | 1,860 | 54 | 55 | 115 | 10,282 | 11,535 | 11,691 | 11,769 | 10.6 | 9.01 | 5.12 | 7.32 | 25.7 | 140 | |
| | 1935-36 | 1,318 | 249 | 1,308 | 1,859 | 54 | 55 | 124 | 10,379 | 11,610 | 11,763 | 11,846 | 10.3 | 9.00 | 5.09 | 7.28 | 24.2 | 135 | |
| Bombay, Baroda & Central India. | 1934-35 | 1,430 | 293 | 1,261 | 2,275 | 164 | 205 | 70 | 8,936 | 8,475 | 9,973 | 9,953 | 9.49 | 9.44 | 6.13 | 7.02 | 33.2 | 186 | |
| | 1935-36 | 1,430 | 285 | 1,224 | 2,213 | 179 | 220 | 92 | 8,897 | 8,452 | 9,924 | 9,895 | 9.19 | 9.39 | 6.05 | 7.01 | 38.6 | 190 | |
| Burma | 1934-35 | 1,007 | 428 | 711 | 1,591 | 189 | 220 | 110 | 9,633 | 9,633 | 10,548 | 9,117 | 12.6 | 12.1 | 6.11 | 8.29 | 32.3 | 195 | |
| | 1935-36 | 937 | 414 | 735 | 1,415 | 180 | 210 | 117 | 9,153 | 9,153 | 10,012 | 9,261 | 11.6 | 12.1 | 6.19 | 8.01 | 29.9 | 181 | |

* Does not include electric multiple unit suburban service stock.

† Excludes 20 covered wagons used as coaching vehicles.

24.—Statement§ of vehicles and wagons and their usage on Class I Railways for the years 1934-35 and 1935-36
—concl'd.

| Railway. | Year. | COACHING STOCK. | | | | | | | GOODS STOCK. | | | AVERAGE STARTING WAGON LOAD (IN TONS) (IN TERMS OF 4-WHEELERS). | | | | | | |
|---|---------|--------------------------------------|--------------------------|-------------------------|-------------------------|--------------------------|-------------------------|---|--------------------------------------|-----------|--|---|--------------------|--------------------|---|---|---|-----|
| | | AVERAGE AUTHORIZED STOCK (IN UNITS). | | AVERAGE NUMBER ON LINE. | | | | Vehicle miles per vehicle day (in terms of 4-wheelers). | AVERAGE NUMBER OF WAGONS OWNED. | | Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers). | Coal and coke. | Heavy merchandise. | Light merchandise. | AVERAGE WAGON LOAD DURING THE RUN (IN TONS) (IN TERMS OF 4-WHEELERS). | Wagon miles per wagon day (in terms of 4-wheelers). | Net ton miles per wagon day (in terms of 4-wheelers). | |
| | | | | Passenger Carriages. | | Other Coaching Vehicles. | | | | | | | | | | | | |
| | | Passenger carriages. | Other coaching vehicles. | In units. | In terms of 4-wheelers. | In units. | In terms of 4-wheelers. | | Average authorised stock (in units). | In units. | In terms of 4-wheelers. | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 3' 3½" Gauge— concl'd. Eastern Bengal | 1934-35 | 778 | 316 | 752 | 1,382 | 218 | 228 | 85 | 5,221 | 5,032 | 6,784 | 6,338 | 9.27 | 8.08 | 7.12 | 5.83 | 24.7 | 103 |
| | 1935-36 | 770 | 317 | 710 | 1,333 | 208 | 216 | 100 | 5,034 | 5,129 | 6,883 | 6,424 | 9.34 | 7.95 | 6.82 | 5.81 | 25.3 | 106 |
| Jodhpur | 1934-35 | 243 | 88 | 235 | 399 | 26 | 33 | 115 | 2,416 | 2,382 | 2,606 | 2,785 | 9.83 | 8.56 | 3.09 | 5.64 | 33.0 | 138 |
| | 1935-36 | 254 | 87 | 249 | 426 | 26 | 33 | 121 | 2,412 | 2,359 | 2,576 | 2,688 | 10.2 | 8.63 | 4.15 | 5.73 | 36.3 | 154 |
| Madras and Southern Mahratta. | 1934-35 | 881 | 230 | 891 | 1,466 | 177 | 187 | 87 | 7,296 | 7,879 | 8,267 | 8,159 | 11.3 | 8.89 | 4.90 | 6.40 | 28.7 | 141 |
| | 1935-36 | 878 | 227 | 861 | 1,433 | 171 | 181 | 94 | 7,275 | 7,564 | 7,938 | 7,803 | 11.0 | 8.11 | 4.75 | 6.15 | 27.9 | 134 |
| Nizam's State. | 1934-35 | 150 | 41 | 155 | 235 | 16 | 16 | 131 | 1,346 | †1,314 | †1,320 | 1,274 | 9.37 | 9.94 | 5.90 | 7.71 | 33.1 | 190 |
| | 1935-36 | 143 | 41 | 148 | 231 | 16 | 16 | 128 | 1,346 | †1,311 | †1,317 | 1,301 | 9.81 | 9.79 | 5.96 | 7.60 | 29.3 | 172 |
| Rohilkund & Kumaon. | 1934-35 | 249 | 83 | 229 | 343 | 37 | 38 | 100 | 2,475 | 2,646 | 2,686 | 2,393 | 13.6 | 11.5 | 8.67 | 10.5 | 16.7 | 107 |
| | 1935-36 | 244 | 88 | 224 | 338 | 42 | 43 | 103 | 2,669 | 2,832 | 2,872 | 2,672 | 11.6 | 11.4 | 9.12 | 10.5 | 15.0 | 96 |
| South Indian | 1934-35 | 1,261 | 191 | 1,216 | 2,414 | 135 | 214 | 103 | 5,220 | 6,350 | 7,578 | 7,417 | 10.4 | 8.19 | 5.22 | 6.94 | 23.8 | 105 |
| | 1935-36 | 1,236 | 186 | 1,218 | 2,426 | 128 | 222 | 102 | 5,190 | 5,214 | 7,344 | 7,155 | 10.1 | 8.16 | 5.11 | 6.17 | 23.2 | 105 |
| Total 3' 3½" Gauge and Average. | 1934-35 | 7,951 | 2,158 | 7,440 | 13,153 | 1,133 | 1,325 | 95 | 58,131 | 59,469 | 67,155 | 64,528 | | | | 6.97 | 28.2 | 147 |
| | 1935-36 | 7,825 | 2,138 | 7,290 | 12,857 | 1,137 | 1,331 | 104 | 57,674 | 58,796 | 66,285 | 64,455 | | | | 6.88 | 28.1 | 142 |
| 2' 6" & 2' 0" GAUGES | | | | | | | | | | | | | | | | | | |
| Bengal Nagpur | 1934-35 | 398 | 57 | 384 | 756 | 25 | 49 | 69 | 1,952 | 1,952 | 3,864 | 3,781 | | | | 3.64 | 11.6 | 30 |
| | 1935-36 | 395 | 57 | 379 | 740 | 24 | 47 | 69 | 1,950 | 1,950 | 3,860 | 3,749 | | | | 3.66 | 11.9 | 30 |
| Bombay, Baroda and Central India. | 1934-35 | 71 | 1 | 70 | 140 | 1 | 2 | * | 316 | 304 | 504 | 502 | | | | 4.40 | 9.08 | 25 |
| | 1935-36 | 71 | 1 | 67 | 134 | 1 | 2 | * | 315 | 302 | 506 | 503 | | | | 4.58 | 9.34 | 27 |
| Eastern Bengal | 1934-35 | 63 | 2 | 55 | 61 | Nil | Nil | 51 | 25 | 25 | 25 | 7 | | | | 1.37 | 16.3 | 19 |
| | 1935-36 | 63 | Nil | 49 | 55 | Nil | Nil | 53 | 25 | 24 | 24 | 6 | | | | 1.14 | 27.7 | 23 |
| Great Indian Peninsula. | 1934-35 | 48 | 3 | 48 | 92 | 2 | 2 | 88 | 201 | 201 | 397 | 397 | | | | 2.90 | 18.0 | 39 |
| | 1935-36 | 49 | 3 | 49 | 93 | 2 | 2 | 88 | 201 | 201 | 397 | 397 | | | | 2.72 | 18.8 | 38 |
| North Western | 1934-35 | 308 | 81 | 297 | 570 | 66 | 108 | 33 | 770 | 760 | 1,362 | 1,267 | | | | 3.41 | 17.5 | 40 |
| | 1935-36 | 299 | 74 | 294 | 565 | 61 | 103 | 33 | 760 | 761 | 1,365 | 1,227 | | | | 3.46 | 19.1 | 44 |
| South Indian | 1934-35 | 34 | 1 | 34 | 68 | Nil | Nil | 74 | 78 | 78 | 156 | 156 | | | | 2.97 | 12.5 | 29 |
| | 1935-36 | 34 | 1 | 34 | 68 | Nil | Nil | 73 | 78 | 78 | 156 | 156 | | | | 2.72 | 11.2 | 24 |
| TOTAL 2' 6" & 2' 0" GAUGES AND AVERAGE. | 1934-35 | 920 | 145 | 888 | 1,686 | 94 | 161 | 43 | 3,342 | 3,320 | 6,308 | 6,110 | | | | 3.58 | 13.1 | 32 |
| | 1935-36 | 911 | 136 | 872 | 1,664 | 88 | 154 | 43 | 3,329 | 3,316 | 6,308 | 6,038 | | | | 3.53 | 13.6 | 33 |

*Information not available.

‡ Does not include electric multiple unit suburban service stock.

† Excludes 20 open wagons high sided, coupled to goods brake-vans and 2 wagons high sided, temporarily used as water tanks.

25.—Statement of Density of Traffic on Class I Railways for the years 1934-35 and 1935-36.

| Railway. | Year. | Passenger miles per annum (Including Departmental). | | Net ton miles per annum (Including Departmental). | | Gross ton miles per annum (Including Departmental & weight of engine). | | Train miles per running track mile per day (Including Departmental). |
|-----------------------------------|---------|--|-----------------|--|-----------------|---|-----------------|---|
| | | Per running track mile. | Per route mile. | Per running track mile. | Per route mile. | Per running track mile. | Per route mile. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 5' 6" GAUGE. | | | | | | | | |
| Bengal Nagpur . | 1934-35 | 294,794 | 325,362 | 939,103 | 1,034,018 | 3,029,431 | 3,336,791 | 12·2 |
| | 1935-36 | 298,953 | 329,948 | 1,061,378 | 1,168,638 | 3,321,631 | 3,658,596 | 13·0 |
| Bombay, Baroda and Central India. | 1934-35 | 703,958 | 860,008 | 643,282 | 795,267 | 2,369,154 | 2,894,338 | 10·7 |
| | 1935-36 | 715,154 | 874,378 | 643,014 | 795,600 | 2,395,890 | 2,929,332 | 10·5 |
| Eastern Bengal . | 1934-35 | 698,308 | 738,658 | 537,768 | 665,710 | 3,271,534 | 4,049,878 | 18·2 |
| | 1935-36 | 597,820 | 739,838 | 445,963 | 551,906 | 3,079,857 | 3,811,509 | 17·7 |
| East Indian . | 1934-35 | 612,933 | 768,164 | 1,090,548 | 1,359,781 | 3,740,884 | 4,657,989 | 14·6 |
| | 1935-36 | 617,750 | 774,633 | 1,068,711 | 1,333,298 | 3,743,999 | 4,664,455 | 14·7 |
| Great Indian Peninsula. | 1934-35 | 391,232 | 489,378 | 575,991 | 720,486 | 2,630,760 | 3,290,721 | 13·7 |
| | 1935-36 | 418,363 | 523,319 | 579,603 | 725,009 | 2,653,367 | 3,319,024 | 13·7 |
| Madras and Southern Mahratta. | 1934-35 | 570,713 | 599,985 | 570,321 | 599,548 | 2,852,666 | 2,998,855 | 14·2 |
| | 1935-36 | 562,373 | 591,218 | 650,322 | 683,649 | 3,051,218 | 3,207,582 | 14·6 |
| Nizam's State. | 1934-35 | 233,539 | 233,539 | 402,195 | 402,195 | 1,589,984 | 1,589,984 | 7·23 |
| | 1935-36 | 244,173 | 244,173 | 387,322 | 387,322 | 1,551,922 | 1,551,922 | 6·94 |
| North Western . | 1934-35 | 411,218 | 469,185 | 353,095 | 402,869 | 1,725,298 | 1,968,503 | 8·51 |
| | 1935-36 | 410,936 | 469,042 | 360,700 | 411,703 | 1,778,599 | 2,030,090 | 8·78 |
| South Indian . | 1934-35 | 508,662 | 508,662 | 285,509 | 285,509 | 1,960,419 | 1,960,419 | 14·1 |
| | 1935-36 | 502,890 | 502,890 | 311,943 | 311,943 | 2,071,979 | 2,071,979 | 14·8 |
| Total 5' 6" gauge . | 1934-35 | 472,237 | 554,068 | 659,245 | 773,481 | 2,644,086 | 3,102,261 | 11·9 |
| | 1935-36 | 479,711 | 563,032 | 671,388 | 788,001 | 2,703,912 | 3,173,555 | 12·1 |
| 3' 3½" GAUGE. | | | | | | | | |
| Assam Bengal . | 1934-35 | 199,429 | 199,429 | 214,566 | 214,566 | 904,263 | 904,263 | 7·64 |
| | 1935-36 | 224,566 | 224,566 | 186,104 | 186,104 | 874,155 | 874,155 | 7·99 |
| Bengal and North Western. | 1934-35 | 476,095 | 478,277 | 298,675 | 300,043 | 671,755 | 674,833 | 10·7 |
| | 1935-36 | 512,804 | 515,157 | 288,485 | 289,808 | 628,164 | 631,045 | 10·9 |
| Bombay, Baroda and Central India. | 1934-35 | 446,861 | 447,427 | 309,080 | 309,488 | 1,236,734 | 1,238,303 | 9·85 |
| | 1935-36 | 448,960 | 449,533 | 313,504 | 313,905 | 1,249,198 | 1,250,794 | 9·96 |
| Burma . | 1934-35 | 207,814 | 228,682 | 298,439 | 328,408 | 1,106,869 | 1,218,018 | 8·96 |
| | 1935-36 | 212,636 | 233,988 | 283,464 | 311,929 | 1,091,785 | 1,201,420 | 9·16 |

**25.—Statement of Density of Traffic on Class I Railways for the years 1934-35 and 1935-36—
concl'd.**

| Railway. | Year. | Passenger miles per annum. (Including Departmental.) | | Net ton miles per annum. (Including Departmental.) | | Gross ton miles per annum. (Including Departmental and weight of engine). | | Train miles per running track mile per day. (Including Departmental.) |
|-----------------------------------|-----------|---|-----------------|---|-----------------|--|-----------------|--|
| | | Per running track mile. | Per route mile. | Per running track mile. | Per route mile. | Per running track mile. | Per route mile. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 3' 3½" GAUGE—concl'd. | | | | | | | | |
| Eastern Bengal . | 1934-35 . | 322,306 | 324,497 | 229,641 | 231,203 | 1,255,511 | 1,264,048 | 9·89 |
| | 1935-36 . | 353,794 | 356,200 | 233,822 | 235,412 | 1,344,769 | 1,353,913 | 10·8 |
| Jodhpur . | 1934-35 . | 184,987 | 184,987 | 147,521 | 147,521 | 616,348 | 616,348 | 5·02 |
| | 1935-36 . | 188,666 | 188,666 | 159,910 | 159,910 | 653,639 | 653,639 | 5·32 |
| Madras and Southern Mahratta. | 1934-35 . | 211,451 | 211,569 | 204,811 | 204,925 | 975,637 | 976,176 | 9·37 |
| | 1935-36 . | 241,585 | 241,718 | 188,688 | 188,792 | 952,893 | 953,420 | 9·24 |
| Nizam's State | 1934-35 . | 240,924 | 247,431 | 133,270 | 136,870 | 653,984 | 671,648 | 6·13 |
| | 1935-36 . | 246,067 | 252,713 | 125,007 | 128,383 | 630,304 | 647,420 | 5·85 |
| Rohilkund and Kumaon. | 1934-35 . | 302,600 | 303,215 | 174,795 | 175,150 | 748,033 | 749,553 | 8·76 |
| | 1935-36 . | 304,073 | 304,691 | 175,523 | 175,880 | 756,517 | 758,055 | 8·82 |
| South Indian . | 1934-35 . | 543,182 | 551,015 | 166,311 | 169,420 | 1,196,498 | 1,220,361 | 14·5 |
| | 1935-36 . | 511,391 | 521,769 | 165,724 | 169,091 | 1,183,571 | 1,207,578 | 14·7 |
| Total 3' 3½" Gauge . | 1934-35 . | 334,755 | 341,126 | 238,617 | 243,158 | 1,057,945 | 1,078,079 | 9·50 |
| | 1935-36 . | 344,344 | 350,863 | 230,710 | 235,077 | 1,054,309 | 1,074,266 | 9·68 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | |
| Bengal Nagpur . | 1934-35 . | 87,737 | 87,737 | 47,968 | 47,968 | 348,982 | 348,982 | 5·03 |
| | 1935-36 . | 90,320 | 90,320 | 48,106 | 48,106 | 348,412 | 348,412 | 5·08 |
| Bombay, Baroda and Central India. | 1934-35 . | 123,435 | 123,435 | 21,449 | 21,449 | 162,688 | 162,688 | 4·82 |
| | 1935-36 . | 124,306 | 124,306 | 24,954 | 24,954 | 172,424 | 172,424 | 4·93 |
| Eastern Bengal . | 1934-35 . | 164,755 | 164,755 | 3,406 | 3,406 | 174,842 | 174,842 | 8·71 |
| | 1935-36 . | 156,076 | 156,076 | 1,743 | 1,743 | 163,294 | 163,294 | 8·17 |
| Great Indian Peninsula | 1934-35 . | 50,644 | 50,644 | 26,584 | 26,584 | 230,167 | 230,167 | 5·39 |
| | 1935-36 . | 49,868 | 49,868 | 25,223 | 25,223 | 245,807 | 245,807 | 5·81 |
| North Western | 1934-35 . | 50,854 | 50,854 | 28,303 | 28,303 | 234,416 | 234,416 | 4·48 |
| | 1935-36 . | 51,935 | 51,935 | 30,241 | 30,241 | 236,317 | 236,317 | 4·45 |
| South Indian . | 1934-35 . | 48,915 | 48,915 | 16,932 | 16,932 | 173,938 | 173,938 | 4·29 |
| | 1935-36 . | 74,965 | 74,965 | 14,342 | 14,342 | 172,165 | 172,165 | 4·59 |
| Total 2' 6" and 2' 0" Gauges. | 1934-35 . | 75,261 | 75,261 | 34,389 | 34,389 | 270,402 | 270,402 | 4·68 |
| | 1935-36 . | 77,817 | 77,817 | 35,197 | 35,197 | 273,596 | 273,596 | 4·93 |
| Total Class I Railways | 1934-35 . | 402,053 | 443,593 | 475,506 | 524,635 | 1,950,309 | 2,151,815 | 10·7 |
| | 1935-36 . | 409,935 | 452,294 | 479,440 | 528,981 | 1,982,831 | 2,187,718 | 10·9 |

26 (a).—Statement of Repairs of Rolling Stock of Class 1 Railways

| Railway. | Year. | Engines. | | | | Coaching Stock. | | | |
|--|---------|---|--|--|--|--|--------------------------------|--|--|
| | | Average number under or awaiting repairs daily. | | | | Average number under or awaiting repairs daily (in units). | | | |
| | | In Mechanical Workshops. | | In sheds and transportation Workshops. | | In Mechanical Workshops. | | | |
| | | Number. | Percent- age of column 3 to aver- age total No. on line. | Number. | Percent- age of column 5 to aver- age total No. on line. | Passenger Carriages. | Other Coaching Vehicles. | Percentage of column 7 to average total No. on line. | Percentage of column 8 to average total No. on line. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 5' 6" GAUGE. | | | | | | | | | |
| Bengal-Nagpur | 1934-35 | 45 | 6.40 | 142 | 20.0 | 84 | 32 | 10.4 | 10.3 |
| | 1935-36 | 41 | 6.13 | 94 | 14.0 | 89 | 36 | 11.1 | 12.4 |
| Bombay, Baroda and Central India | 1934-35 | 23 | 6.28 | 52 | 14.3 | 87 | 23 | 15.3 | 12.1 |
| | 1935-36 | 20 | 5.56 | 46 | 12.8 | 99 | 24 | 17.7 | 11.9 |
| Eastern Bengal | 1934-35 | 23 | 7.69 | 42 | 14.0 | 110 | 46 | 13.9 | 18.1 |
| | 1935-36 | 24 | 7.95 | 44 | 14.6 | 94 | 27 | 12.8 | 10.6 |
| East Indian | 1934-35 | 56 | 3.51 | 178 | 11.2 | 174 | 30 | 6.74 | 4.52 |
| | 1935-36 | 53 | 3.36 | 180 | 11.4 | 167 | 29 | 6.55 | 4.38 |
| Great Indian Peninsula | 1934-35 | 27 | 3.21 | 126 | 15.6 | 66 | 23 | 5.66 | 4.00 |
| | 1935-36 | 25 | 3.31 | 112 | 15.1 | | | | |
| | 1934-35 | 3 | 4.62 | 6 | 9.23 | | | | |
| | 1935-36 | 4 | 6.15 | 6 | 9.23 | | | | |
| Madras and Southern Mahratta | 1934-35 | 29 | 9.16 | 50 | 16.8 | 62 | 15 | 8.93 | 6.74 |
| | 1935-36 | 29 | 9.64 | 42 | 14.1 | 61 | 19 | 8.72 | 8.63 |
| Nizam's State | 1934-35 | 8 | 9.30 | 15 | 17.4 | 11 | 3 | 8.94 | 8.57 |
| | 1935-36 | 8 | 9.41 | 8 | 9.41 | 12 | 3 | 9.84 | 8.57 |
| North Western | 1934-35 | 49 | 3.91 | 126 | 9.98 | 272 | 99 | 11.2 | 10.6 |
| | 1935-36 | 60 | 4.84 | 139 | 11.3 | 217 | 72 | 9.03 | 7.68 |
| South Indian | 1934-35 | 9 | 6.18 | 22 | 14.6 | 28 | 8 | 8.97 | 7.62 |
| | 1935-36 | 10 | 6.49 | 24 | 15.3 | 28 | 7 | 8.89 | 6.86 |
| Total 5' 6" gauge | 1934-35 | 269 | 4.31 | †753 | †13.5 | 894 | †279 | 9.44 | †8.64 |
| | 1935-36 | 270 | 4.96 | 689 | 12.7 | | | | |
| | 1934-35 | 3 | 4.62 | 6 | 9.23 | | | | |
| | 1935-36 | 4 | 6.15 | 6 | 9.23 | | | | |
| 3' 3½" GAUGE. | | | | | | | | | |
| Assam-Bengal | 1934-35 | 6 | 2.94 | 25 | 12.3 | 66 | 18 | 10.7 | 7.69 |
| | 1935-36 | 7 | 3.45 | 22 | 10.8 | 70 | 21 | 11.4 | 5.69 |
| Bengal and North-Western | 1934-35 | 10 | 2.64 | 12 | 3.17 | 99 | 1 | 7.55 | 1.85 |
| | 1935-36 | 6 | 1.58 | 13 | 3.42 | 72 | 1 | 5.50 | 1.85 |
| Bombay, Baroda and Central India | 1934-35 | 21 | 4.46 | 41 | 8.89 | 77 | 9 | 6.11 | 5.49 |
| | 1935-36 | 21 | 4.54 | 47 | 10.2 | 70 | 6 | 5.72 | 3.35 |
| Burma | 1934-35 | 19 | 4.79 | 27 | 6.98 | 32 | 2 | 4.13 | 0.98 |
| | 1935-36 | 12 | 3.04 | 27 | 7.01 | 26 | 2 | 3.59 | 1.05 |

* Excluding Electric multiple unit suburban trains.

† Revised figures.

for the years 1934-35 and 1935-36.

| COACHING STOCK. | | | | GOODS STOCK. | | | | HOT BOXES AVERAGE NUMBER (MONTHLY). | | | | Railway. |
|---|--------------------------------|---|---|---|--|---|--|---|--|--------------|-------------------------------------|--|
| Average number under or awaiting repairs daily (in units). | | | | Average number of unserviceable Wagons daily (in terms of 4-wheelers). | | | | Coaching. | | Goods. | | |
| In Sick lines and transportation workshops. | | | | In Mechanical Workshops. | | In Sick lines and transportation Workshops. | | Num- ber. | Per 10,000,000 Vehicle miles. | Num- ber. | Per 1,000,000 Wagon miles. | |
| Passenger carriages. | Other Coaching Vehicles. | Percentage of column 11 to average total No. on line. | Percentage of column 12 to average total No. on line. | Number. | Percentage of column 15 to average total No. on line daily. | Number. | Percentage of column 17 to average total No. on line daily. | | | | | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 5' 6" GAUGE. | | | | | | | | | | | | |
| 44 | 21 | 5.44 | 6.16 | 558 | 2.53 | 1,532 | 6.94 | 2 | 3.34 | 245 | 10.5 | } Bengal-Nagpur. |
| 29 | 19 | 3.59 | 5.62 | 745 | 3.30 | 1,726 | 7.64 | 2 | 2.24 | 190 | 7.31 | |
| 2 | 1 | 0.32 | 0.52 | 234 | 2.52 | 177 | 2.55 | 1 | 2.11 | 62 | 6.52 | } Bombay, Baroda and Central India. |
| 2 | 1 | 0.37 | 0.72 | 232 | 2.54 | 201 | 2.18 | 1 | 1.03 | 43 | 4.47 | |
| 3 | 1 | 0.42 | 0.56 | 62 | 0.87 | 194 | 2.71 | 3 | 4.76 | 61 | 7.70 | } Eastern Bengal. |
| 4 | 2 | 0.53 | 0.69 | 65 | 0.91 | 872 | 12.3 | 1 | 1.85 | 31 | 4.67 | |
| 56 | 14 | 2.17 | 2.11 | 322 | 0.66 | 6,570 | 13.5 | 12 | 4.98 | 640 | 11.6 | } East Indian. |
| 90 | 20 | 3.53 | 3.02 | 344 | 0.71 | 6,282 | 13.0 | 13 | 5.25 | 630 | 11.5 | |
| 46 | 19 | 3.98 | 3.33 | 174 | 0.98 | 686 | 3.88 | 7 | 4.57 | 160 | 6.27 | } Steam. } Great Indian Peninsula. |
| 45 | 21 | 4.02 | 3.82 | 191 | 1.01 | 544 | 2.87 | 6 | 4.06 | 131 | 5.16 | |
| *Electric. | | | | | | | | | | | | |
| 4 | 1 | 0.61 | 0.42 | 94 | 1.67 | 116 | 2.06 | 4 | 8.96 | 62 | 7.82 | } Madras and Southern Maharatta. |
| 5 | 1 | 0.65 | 0.44 | 83 | 1.44 | 107 | 1.85 | 2 | 3.12 | 40 | 4.41 | |
| 2 | .. | 1.63 | †(a) 0.91 | 42 | 1.96 | 60 | 2.81 | 2 | 14.5 | 15 | 5.59 | } Nizam's State. |
| 1 | .. | 0.82 | (a) 0.71 | 26 | 1.30 | 54 | 2.70 | 2 | 19.8 | 12 | 4.44 | |
| 71 | 21 | 2.93 | 2.24 | 412 | 1.48 | 1,922 | 6.88 | 6 | 2.99 | 216 | 7.44 | } North Western. |
| 64 | 19 | 2.65 | 2.07 | 460 | 1.66 | 1,814 | 6.41 | 8 | 3.77 | 135 | 4.52 | |
| 11 | 1 | 3.40 | 0.86 | 77 | 3.95 | 35 | 1.80 | 1 | 1.28 | 7 | 3.08 | } South Indian. |
| 10 | 2 | 3.11 | 2.05 | 28 | 1.30 | 22 | 1.02 | 1 | 1.16 | 3 | 1.22 | |
| 239 | 79 | 2.52 | 2.45 | 1,975 | 1.39 | 11,292 | 7.92 | 38 | | 1,468 | | } Steam. } Total 5' 6" Gauge. |
| 250 | 85 | 2.68 | 2.65 | 2,183 | 1.51 | 11,622 | 8.05 | 36 | | 1,215 | | |
| *Electric | | | | | | | | | | | | |
| 3' 3 1/2" GAUGE. | | | | | | | | | | | | |
| 2 | .. | 0.25 | (a) 0.15 | 84 | 1.58 | †105 | †1.98 | 5 | 14.0 | 35 | 7.00 | } Assam-Bengal. |
| 2 | .. | 0.29 | (a) 0.24 | 64 | 1.18 | 71 | 1.31 | 23 | 63.0 | 59 | 13.0 | |
| 3 | Nil | 0.23 | Nil | 148 | 1.26 | †142 | †1.21 | 3 | 3.61 | 15 | 1.33 | } Bengal and North-Western. |
| 2 | Nil | 0.15 | Nil | 88 | 0.74 | 119 | 1.00 | 2 | 2.18 | 22 | 1.75 | |
| 13 | 1 | 0.99 | 0.45 | 57 | 0.58 | 159 | 1.59 | 23 | 30.5 | 160 | 8.60 | } Bombay, Baroda and Central India. |
| 16 | 1 | 1.27 | 0.57 | 45 | 0.46 | 190 | 1.92 | 43 | 56.1 | 315 | 26.2 | |
| 19 | 3 | 2.48 | 1.34 | 43 | 0.47 | †224 | †2.45 | 3 | 5.10 | 39 | 3.65 | } Burma. |
| 18 | 2 | 2.47 | 1.37 | 42 | 0.45 | 205 | 2.21 | 1 | 2.10 | 20 | 2.00 | |

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

†Revised figures.

26 (a).—Statement of Repairs of Rolling Stock of Class I Railways

| Railway. | Year. | Engines. | | | | Coaching Stock. | | | |
|--|---------|---|--|--|--|--|--------------------------|--|--|
| | | Average number under or awaiting repairs daily. | | | | Average number under or awaiting repairs daily (in units). | | | |
| | | In Mechanical Workshops. | | In sheds and transportation Workshops. | | In Mechanical Workshops. | | | |
| | | Number. | Percentage of column 3 to average total No. on line. | Number. | Percentage of column 5 to average total No. on line. | Passenger Carriages. | Other Coaching Vehicles. | Percentage of column 7 to average total No. on line. | Percentage of column 8 to average total No. on line. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 3' 3½" Gauge—concl'd. | | | | | | | | | |
| Eastern Bengal | 1934-35 | 9 | 4.06 | 38 | 17.5 | 72 | 17 | 9.63 | 7.65 |
| | 1935-36 | 7 | 3.08 | 23 | 11.0 | 58 | 11 | 8.17 | 5.30 |
| Jodhpur | 1934-35 | 3 | 2.80 | 6 | 5.61 | 21 | 3 | 8.94 | 11.5 |
| | 1935-36 | 3 | 2.80 | 6 | 5.66 | 23 | 3 | 9.24 | 11.5 |
| Madras and Southern Mahratta | 1934-35 | 19 | 5.24 | 37 | 10.5 | 72 | 10 | 8.11 | 5.58 |
| | 1935-36 | 27 | 7.58 | 39 | 10.8 | 70 | 11 | 8.10 | 6.68 |
| Nizam's State. | 1934-35 | 5 | 6.02 | 18 | 21.7 | 14 | 1 | 9.03 | 6.25 |
| | 1935-36 | 7 | 8.05 | 7 | 8.05 | 15 | 1 | 10.1 | 6.25 |
| Rohilkund and Kumaon | 1934-35 | 3 | 3.53 | 2 | 2.92 | 14 | 3 | 6.07 | 8.46 |
| | 1935-36 | 3 | 3.93 | 2 | 2.10 | 13 | 5 | 5.78 | 11.1 |
| South Indian | 1934-35 | 21 | 5.16 | 59 | 14.9 | 89 | 7 | 7.32 | 5.19 |
| | 1935-36 | 23 | 5.94 | 56 | 14.4 | 95 | 13 | 7.80 | 9.42 |
| | 1934-35 | Nil | Nil | Nil | Nil | | | | |
| | 1935-36 | .. | (a)8.25 | Nil | Nil | | | | |
| Total 3' 3½" Gauge | 1934-35 | 116 | 4.30 | 265 | 9.83 | 556 | 71 | 7.47 | 6.27 |
| | 1935-36 | 116 | 4.34 | 242 | 9.05 | 512 | 74 | 7.02 | 6.51 |
| | 1934-35 | Nil | Nil | Nil | Nil | | | | |
| | 1935-36 | .. | (a)8.25 | Nil | Nil | | | | |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | |
| Bengal-Nagpur | 1934-35 | 8 | 6.75 | 16 | 14.4 | 24 | 2 | 6.29 | 6.66 |
| | 1935-36 | 9 | 8.12 | 14 | 12.5 | 24 | 2 | 6.37 | 8.54 |
| Bombay, Baroda and Central India | 1934-35 | 2 | 6.41 | 4 | 15.1 | 1 | 1 | 1.08 | 8.33 |
| | 1935-36 | 2 | 6.41 | 3 | 13.1 | 1 | 1 | 1.61 | 8.33 |
| Eastern Bengal | 1934-35 | 1 | 7.31 | 2 | 21.7 | 4 | Nil | 8.00 | Nil |
| | 1935-36 | .. | (a)3.89 | 2 | 25.1 | 2 | Nil | 4.73 | Nil |
| Great Indian Peninsula | 1934-35 | 1 | 4.55 | 4 | 18.2 | 2 | Nil | 4.17 | Nil |
| | 1935-36 | 2 | 9.09 | 3 | 13.6 | 2 | Nil | 4.08 | Nil |
| North Western | 1934-35 | 4 | 4.22 | 10 | 9.84 | 22 | 7 | 7.41 | 10.6 |
| | 1935-36 | 3 | 2.57 | 13 | 13.4 | 38 | 8 | 12.9 | 13.1 |
| South Indian | 1934-35 | .. | (a)3.00 | 1 | 9.82 | Nil | Nil | Nil | Nil |
| | 1935-36 | .. | (a)4.00 | 1 | 12.1 | Nil | Nil | Nil | Nil |
| Total 2' 6" and 2' 0" Gauges | 1934-35 | 16 | 5.65 | 37 | 13.1 | 53 | 10 | 5.97 | 10.6 |
| | 1935-36 | 16 | 5.69 | 36 | 12.8 | 67 | 11 | 7.68 | 12.5 |
| TOTAL CLASS I RAILWAYS. | 1934-35 | 401 | 4.68 | †1,055 | †12.3 | 1,503 | †360 | 8.44 | †3.08 |
| | 1935-36 | 402 | 4.79 | 967 | 11.5 | 1,431 | 329 | 8.19 | 7.43 |
| | 1934-35 | 3 | 4.62 | 6 | 9.23 | | | | |
| | 1935-36 | 4 | 6.15 | 6 | 9.23 | | | | |

* Excluding electric multiple unit suburban trams.

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

† Revised figures.

for the years 1934-35 and 1935-36—concl'd.

| COACHING STOCK. | | | | GOODS STOCK. | | | | HOT BOXES. AVERAGE NUMBER (MONTHLY). | | | | Railway. |
|--|--------------------------|---|---|--|---|---|---|---|-------------------------------|---------|----------------------------|--|
| Average number under or awaiting repairs daily (in units). | | | | Average number of unserviceable wagons daily (in terms of 4-wheelers). | | | | Coaching. | | Goods. | | |
| In Sick lines and transportation Workshops. | | | | In Mechanical Workshops. | | In Sick lines and transportation Workshops. | | Number. | Per 10,000,000 vehicle miles. | Number. | Per 1,000,000 wagon miles. | |
| Passenger carriages. | Other Coaching Vehicles. | Percentage of column 11 to average total No. on line. | Percentage of column 12 to average total No. on line. | Number. | Percentage of column 15 to average total No. on line daily. | Number. | Percentage of column 17 to average total No. on line daily. | | | | | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 10 | 2 | 1.30 | 0.99 | 71 | 1.11 | 181 | 2.85 | 4 | 9.39 | 6 | 1.08 | 3' 3½" GAUGE.—concl'd. Eastern Bengal. |
| 9 | 3 | 1.24 | 1.25 | 67 | 1.04 | 243 | 3.78 | 2 | 3.59 | 4 | 0.76 | |
| 1 | .. | 0.51 | †(a) 0.26 | 53 | 1.90 | 9 | 0.32 | 2 | 10.7 | 7 | 2.21 | Jodhpur. |
| 1 | .. | 0.44 | (a) 0.19 | 44 | 1.64 | 7 | 0.26 | 1 | 7.18 | 14 | 3.78 | |
| 9 | 2 | 1.00 | 0.90 | 44 | 0.53 | 115 | 1.41 | 12 | 25.5 | 106 | 13.5 | Madras and Southern Mahratta. |
| 8 | 2 | 0.98 | 1.02 | 40 | 0.51 | 119 | 1.52 | 12 | 28.0 | 64 | 8.55 | |
| 2 | .. | 1.29 | †(a) 1.06 | 33 | 2.59 | 13 | 1.02 | 2 | 14.9 | 5 | 3.17 | Nizam's State. |
| 2 | .. | 1.35 | (a) 0.31 | 25 | 1.92 | 13 | 1.00 | 1 | 8.05 | 3 | 2.47 | |
| Nil | Nil | Nil | Nil | 37 | 1.53 | 22 | 0.92 | 3 | 22.8 | 8 | 5.46 | Robilkund and Kumaon. |
| Nil | Nil | Nil | Nil | 26 | 0.98 | 19 | 0.69 | 1 | 6.20 | 8 | 5.09 | |
| 19 | 3 | 1.55 | 2.01 | 109 | 1.47 | 183 | 2.46 | 1 | 0.90 | 14 | 2.09 | Steam *Electric } South Indian. |
| 16 | 3 | 1.31 | 2.06 | 189 | 2.64 | 237 | 3.31 | 1 | 0.20 | 13 | 1.96 | |
| 78 | 11 | 1.05 | 0.97 | 679 | 1.05 | †1,153 | †1.79 | 58 | | 395 | | Steam *Electric } Total 3' 3½" Gauge. |
| 74 | 11 | 1.02 | 0.97 | 630 | 0.98 | 1,223 | 1.90 | 87 | | 522 | | |
| 16 | 3 | 4.07 | 8.39 | 23 | 0.61 | 195 | 5.15 | 1 | 5.21 | 3 | 2.16 | 2' 6" AND 2' 0" GAUGES. Bengal-Nagpur. |
| 15 | 4 | 3.93 | 11.3 | 20 | 0.53 | 184 | 4.02 | .. | (a) 2.39 | 6 | 3.84 | |
| 3 | 1 | 3.46 | 41.7 | 1 | 0.22 | 9 | 1.88 | Nil | Nil | Nil | Nil | Bombay, Baroda and Central India. |
| 4 | 1 | 5.70 | 25.0 | 1 | 0.25 | 12 | 2.34 | Nil | Nil | Nil | Nil | |
| .. | Nil | (a) 0.04 | Nil | .. | (a) 1.65 | .. | (a) 0.90 | Nil | Nil | Nil | Nil | Eastern Bengal. |
| .. | Nil | (a) 0.33 | Nil | .. | (a) 1.60 | .. | (a) 0.14 | Nil | Nil | Nil | Nil | |
| 2 | Nil | 3.92 | Nil | Nil | Nil | 10 | 2.52 | Nil | Nil | Nil | Nil | Great Indian Peninsula. |
| 2 | Nil | 5.00 | Nil | Nil | Nil | 2 | 0.50 | Nil | Nil | Nil | Nil | |
| 5 | 1 | 1.74 | 2.18 | 4 | 0.32 | 41 | 3.24 | .. | (a) 1.07 | 4 | 4.63 | North Western. |
| 6 | 4 | 2.13 | 6.46 | 9 | 0.73 | 52 | 4.24 | .. | (a) 5.54 | 3 | 3.61 | |
| 1 | Nil | 4.35 | Nil | Nil | Nil | 3 | 1.92 | Nil | Nil | Nil | Nil | South Indian. |
| 2 | Nil | 4.68 | Nil | Nil | Nil | 3 | 1.65 | Nil | Nil | Nil | Nil | |
| 27 | 5 | 3.04 | 5.32 | 28 | 0.46 | 258 | 4.22 | 1 | | 7 | | Total 2' 6" and 2' 0" Gauges. |
| 29 | 9 | 3.33 | 10.2 | 30 | 0.50 | 253 | 4.19 | .. | | 9 | | |
| 344 | 95 | 1.93 | 2.13 | 2,652 | 1.26 | †12,703 | †5.96 | 97 | | 1,870 | | Steam *Electric } TOTAL CLASS I RAILWAYS. |
| 353 | 105 | 2.02 | 2.37 | 2,843 | 1.32 | 13,098 | 6.09 | 123 | | 1,746 | | |

†Revised figures.

26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of

| Railway. 1 | Cost per equated engine mile.* | | |
|--|--------------------------------|------------------------------|--------|
| | Mechanical workshops. | Transportation workshops. | Total. |
| | 2 | 3 | 4 |
| 5' 6" GAUGE. | | | |
| | As. | As. | As. |
| Bengal Nagpur | 1·84 | 0·91 | 2·75 |
| Bombay, Baroda & Central India | 2·21 | 1·44 | 3·65 |
| Eastern Bengal | 1·96 | 0·89 | 2·85 |
| East Indian | 1·58 | 1·25 | 2·83 |
| Great Indian Peninsula | 1·68 | 1·22 | 2·90 |
| Madras and Southern Mahratta | 2·39 | 1·16 | 3·55 |
| Nizam's State | 2·08 | 1·03 | 3·11 |
| North Western | 1·54 | 1·41 | 2·95 |
| South Indian | 1·56 | 1·11 | 2·67 |
| Averages | | | 2·88 |
| 3' 3½" GAUGE. | | | |
| Assam Bengal | 1·75 | 1·45 | 3·20 |
| Bengal and North Western | 1·11 | 1·53 | 2·64 |
| Bombay, Baroda & Central India | 3·30 | 1·85 | 5·15 |
| Burma | 1·37 | 1·23 | 2·60 |
| Eastern Bengal | 1·98 | 0·97 | 2·95 |
| Jodhpur | 1·67 | 1·86 | 3·53 |
| Madras and Southern Mahratta | 2·15 | 1·26 | 3·41 |
| Nizam's State | 3·21 | 1·61 | 4·82 |
| Robilkund and Kumaon | 1·25 | 1·33 | 2·58 |
| South Indian | 1·94 | 1·52 | 3·46 |
| Averages | | | 3·36 |

* Cost per equated engine mile = cost per engine mile $\times \frac{20,000}{\text{Average Tractive Effort per engine}}$

Class I Railways for the year 1935-36.

| Cost per carriage on line (in terms of 4-wheelers). | | | Cost per wagon on line (in terms of 4-wheelers). | | | Railway. |
|--|------------------------------|--------|---|------------------------------|--------|------------------------------------|
| Mechanical workshops. | Transportation workshops. | Total. | Mechanical workshops | Transportation workshops. | Total. | |
| 5 | 6 | 7 | 8 | 9 | 10 | |
| Rs. | Rs. | Rs | Rs. | Rs. | Rs. | 5' 6" GAUGE |
| 774·0 | 144·5 | 918·5 | 127·9 | 50·8 | 178·7 | Bengal Nagpur. |
| 819·4 | 146·1 | 965·5 | 96·0 | 38·8 | 134·8 | Bombay, Baroda & Central India. |
| 661·7 | 85·2 | 746·9 | 72·2 | 23·8 | 96·0 | Eastern Bengal. |
| 572·1 | 100·1 | 672·2 | 59·2 | 38·9 | 98·1 | East Indian. |
| 774·2 | 131·4 | 905·6 | 58·6 | 55·7 | 114·3 | Great Indian Peninsula. |
| 548·6 | 92·4 | 641·0 | 88·0 | 24·5 | 112·5 | Madras and Southern Mahratta. |
| 669·6 | 121·7 | 791·3 | 97·4 | 24·9 | 122·3 | Nizam's State. |
| 451·4 | 63·8 | 515·2 | 77·6 | 34·9 | 112·5 | North-Western. |
| 318·3 | 51·2 | 369·5 | 39·3 | 10·9 | 50·2 | South Indian |
| | | 697·2 | | | 118·2 | Averages. |
| | | | | | | 3' 3½" GAUGE. |
| 300·6 | 26·4 | 327·0 | 50·7 | 10·6 | 61·3 | Assam Bengal. |
| 178·2 | 71·4 | 249·6 | 24·6 | 14·3 | 38·9 | Bengal and North West- ern. |
| 381·0 | 85·2 | 466·2 | 37·7 | 21·2 | 58·9 | Bombay, Baroda & Central India. |
| 163·5 | 30·1 | 193·6 | 62·2 | 15·3 | 77·5 | Burma. |
| 438·2 | 65·0 | 503·2 | 32·5 | 14·8 | 47·3 | Eastern Bengal. |
| 374·1 | 38·7 | 412·8 | 43·4 | 8·59 | 52·0 | Jodhpur |
| 304·7 | 37·5 | 342·2 | 32·6 | 9·04 | 41·6 | Madras and Southern Mahratta. |
| 504·8 | 55·3 | 560·1 | 65·6 | 18·2 | 83·8 | Nizam's State. |
| 212·7 | 46·6 | 259·3 | 19·6 | 5·17 | 24·8 | Rohilkund and Kumaon. |
| 209·7 | 27·4 | 237·1 | 32·4 | 3·83 | 36·3 | South Indian. |
| | | 329·9 | | | 51·3 | Averages. |

27 (a).—Statement of coal consumed on Class I Railways

| Railway. | Year. | FUEL CONSUMED BY LOCOMOTIVES (Tons). | | | | | FUEL CONSUMED FOR PUMPING ENGINES. | |
|------------------------------------|---------|--------------------------------------|--------------|--------|-----------|-----------------------------|------------------------------------|--------------|
| | | Foreign coal. | Indian coal. | Wood. | Oil fuel. | * Total (in terms of coal). | Foreign coal. | Indian coal. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 5' 6" GAUGE. | | | | | | | | |
| Bengal Nagpur | 1934-35 | Nil | 711,312 | Nil | Nil | 711,312 | Nil | 112,399 |
| | 1935-36 | Nil | 778,531 | Nil | Nil | 778,531 | Nil | 109,502 |
| Bombay, Baroda and Central India. | 1934-35 | Nil | 273,972 | 3,148 | Nil | 275,231 | Nil | 20,176 |
| | 1935-36 | Nil | 278,486 | 3,250 | Nil | 279,786 | Nil | 19,708 |
| Eastern Bengal | 1934-35 | Nil | 293,534 | Nil | Nil | 293,534 | Nil | 59,518 |
| | 1935-36 | Nil | 285,843 | Nil | Nil | 285,843 | Nil | 58,252 |
| East Indian | 1934-35 | Nil | 1,323,705 | 345 | Nil | 1,323,843 | Nil | 168,648 |
| | 1935-36 | Nil | 1,352,853 | 335 | Nil | 1,352,987 | Nil | 167,822 |
| Great Indian Peninsula | 1934-35 | Nil | 800,058 | 98 | 6,580 | 812,061 | Nil | 100,769 |
| | 1935-36 | Nil | 818,568 | 156 | 20 | 818,666 | Nil | 100,822 |
| Madras and Southern Mahratta | 1934-35 | Nil | 265,049 | 10 | 18 | 265,086 | Nil | 14,539 |
| | 1935-36 | Nil | 276,611 | 7 | 151 | 276,889 | Nil | 14,451 |
| Nizam's State | 1934-35 | Nil | 90,991 | 241 | Nil | 91,087 | Nil | 3,514 |
| | 1935-36 | Nil | 86,322 | 195 | Nil | 86,400 | Nil | 3,362 |
| North Western | 1934-35 | Nil | 859,134 | Nil | 34,201 | 921,319 | 54 | 102,528 |
| | 1935-36 | Nil | 913,881 | Nil | 39,687 | 986,039 | Nil | 95,887 |
| South Indian | 1934-35 | Nil | 93,834 | 180 | .. | 93,906 | Nil | 1,446 |
| | 1935-36 | Nil | 100,414 | 181 | .. | 100,487 | Nil | 1,512 |
| Total 5' 6" Gauge | 1934-35 | Nil | 4,711,589 | 4,022 | 40,799 | 4,787,379 | 54 | 583,537 |
| | 1935-36 | Nil | 4,891,509 | 4,124 | 39,858 | 4,965,628 | Nil | 571,318 |
| 3' 3½" GAUGE. | | | | | | | | |
| Assam Bengal | 1934-35 | Nil | 100,325 | Nil | Nil | 100,325 | Nil | 15,800 |
| | 1935-36 | Nil | 93,758 | Nil | Nil | 93,758 | Nil | 13,120 |
| Bengal and North Western | 1934-35 | Nil | 194,680 | Nil | Nil | 194,680 | Nil | 54,923 |
| | 1935-36 | Nil | 189,388 | Nil | Nil | 189,388 | Nil | 52,576 |
| Bombay, Baroda and Central India. | 1934-35 | Nil | 222,197 | 3,091 | Nil | 223,433 | Nil | 16,546 |
| | 1935-36 | Nil | 230,731 | 3,055 | Nil | 231,954 | Nil | 17,968 |
| Burma | 1934-35 | Nil | 186,588 | 10,012 | Nil | 190,593 | Nil | 9,223 |
| | 1935-36 | Nil | 186,305 | 10,808 | Nil | 190,629 | Nil | 9,512 |

* 2½ tons of wood =
0.55 ton of oil fuel =

during the years 1934-35 and 1935-36.

| ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.) | | | TOTAL FUEL CONSUMED (TONS.) | | | | | Railway. |
|---|--------------|-------------------------------------|-----------------------------|-----------------|--------|--------------|-----------------------------------|--------------------------------------|
| Wood. | Oil fuel. | * Total (in terms of coal) | Foreign coal. | Indian coal. | Wood. | Oil fuel. | * Total (in terms of coal). | |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| | | | | | | | | 5' 6" GAUGE. |
| Nil | Nil | 112,399 | Nil | 823,711 | Nil | Nil | 823,711 | Bengal Nagpur. |
| Nil | Nil | 109,502 | Nil | 888,033 | Nil | Nil | 888,033 | |
| 1,342 | Nil | 20,713 | Nil | 294,148 | 4,490 | Nil | 296,944 | Bombay, Baroda and Central India. |
| 1,013 | Nil | 20,113 | Nil | 298,194 | 4,263 | Nil | 299,899 | |
| Nil | Nil | 59,518 | Nil | 353,052 | Nil | Nil | 353,052 | Eastern Bengal. |
| Nil | Nil | 58,252 | Nil | 344,095 | Nil | Nil | 344,095 | |
| 858 | 872 | 170,577 | Nil | 1,492,353 | 1,203 | 872 | 1,494,420 | East Indian. |
| 1,038 | 997 | 170,050 | Nil | 1,520,675 | 1,373 | 997 | 1,523,037 | |
| Nil | 1,690 | 103,842 | Nil | 900,827 | 98 | 8,270 | 916,903 | Great Indian Peninsula. |
| Nil | 1,742 | 103,989 | Nil | 919,390 | 156 | 1,762 | 922,655 | |
| 21 | 624 | 15,680 | Nil | 279,588 | 31 | 642 | 280,766 | Madras and Southern Mahratta. |
| 17 | 644 | 15,630 | Nil | 291,062 | 24 | 795 | 292,519 | |
| 19 | Nil | 3,522 | Nil | 94,505 | 260 | Nil | 94,609 | Nizam's State. |
| 21 | Nil | 3,370 | Nil | 89,684 | 216 | Nil | 89,770 | |
| Nil | 5,038 | 111,755 | 54 | 961,662 | Nil | 39,239 | 1,033,074 | North Western |
| Nil | 5,573 | 106,019 | Nil | 1,009,768 | Nil | 45,260 | 1,092,058 | |
| Nil | Nil | 1,446 | Nil | 95,280 | 180 | | 95,352 | South Indian. |
| Nil | Nil | 1,512 | Nil | 101,926 | 181 | .. | 101,999 | |
| 2,240 | 8,224 | 599,452 | 54 | 5,295,126 | 6,262 | 49,023 | 5,386,831 | Total 5' 6" Gauge |
| 2,089 | 8,956 | 588,437 | Nil | 5,462,827 | 6,213 | 48,814 | 5,554,065 | |
| | | | | | | | | 3' 3½" GAUGE. |
| Nil | 176 | 16,120 | Nil | 116,125 | Nil | 176 | 116,445 | Assam Bengal. |
| Nil | 79 | 14,228 | Nil | 107,478 | Nil | 279 | 107,996 | |
| Nil | Nil | 54,923 | Nil | 249,603 | Nil | Nil | 249,603 | Bengal and North Western |
| Nil | Nil | 52,576 | Nil | 241,964 | Nil | Nil | 241,964 | |
| 169 | Nil | 16,614 | Nil | 238,743 | 3,260 | Nil | 240,047 | Bombay, Baroda and Central India. |
| 212 | Nil | 18,063 | Nil | 248,699 | 3,270 | Nil | 250,007 | |
| 6,161 | Nil | 11,688 | Nil | 196,811 | 16,173 | Nil | 202,281 | Burma. |
| 5,717 | Nil | 11,799 | Nil | 195,817 | 16,525 | Nil | 202,428 | |

1 ton of coal.

1 ton of coal.

HICRAcct.

27 (a).—Statement of coal consumed on Class I Railways.

| Railway. | Year. | FUEL CONSUMED BY LOCOMOTIVES (TONS). | | | | | FUEL CONSUMED FOR PUMPING ENGINES | |
|---|---------|--------------------------------------|--------------|--------|-----------|-----------------------------|-----------------------------------|--------------|
| | | Foreign coal. | Indian coal. | Wood. | Oil fuel. | * Total (in terms of coal). | Foreign coal. | Indian coal. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 3' 3½" GAUGE—concl'd. | | | | | | | | |
| Eastern Bengal | 1934-35 | Nil | 120,514 | Nil | Nil | 120,514 | Nil | 27,108 |
| | 1935-36 | Nil | 124,572 | Nil | Nil | 124,572 | Nil | 28,103 |
| Jodhpur | 1934-35 | Nil | 43,988 | 233 | Nil | 44,081 | Nil | 3,458 |
| | 1935-36 | Nil | 51,197 | 238 | Nil | 51,202 | Nil | 3,508 |
| Madras and Southern Mahratta | 1934-35 | Nil | 173,512 | Nil | 10 | 173,530 | Nil | 11,206 |
| | 1935-36 | Nil | 170,317 | Nil | 9 | 170,334 | Nil | 10,310 |
| Nizam's State | 1934-35 | Nil | 53,745 | 127 | Nil | 53,796 | Nil | 2,149 |
| | 1935-36 | Nil | 48,435 | 110 | Nil | 48,479 | Nil | 1,911 |
| Rohilkund and Kumaon | 1934-35 | Nil | 36,574 | Nil | Nil | 36,574 | Nil | 7,120 |
| | 1935-36 | Nil | 37,344 | Nil | Nil | 37,344 | Nil | 7,184 |
| South Indian | 1934-35 | Nil | 160,460 | 366 | .. | 160,607 | Nil | 22,450 |
| | 1935-36 | Nil | 158,283 | 338 | .. | 158,418 | Nil | 18,203 |
| Total 3' 3½" Gauge 2' 6" AND 2' 0" GAUGES. | 1934-35 | Nil | 1,292,583 | 13,829 | 10 | 1,298,133 | Nil | 170,043 |
| | 1935-36 | Nil | 1,290,330 | 14,552 | 9 | 1,296,168 | Nil | 162,995 |
| Bengal Nagpur | 1934-35 | Nil | 58,054 | Nil | Nil | 58,054 | Nil | 8,913 |
| | 1935-36 | Nil | 59,381 | Nil | Nil | 59,381 | Nil | 9,457 |
| Bombay, Baroda and Central India. | 1934-35 | Nil | 7,364 | 130 | Nil | 7,416 | Nil | 183 |
| | 1935-36 | Nil | 8,429 | 143 | Nil | 8,486 | Nil | Nil |
| Eastern Bengal | 1934-35 | Nil | 1,576 | Nil | Nil | 1,576 | Nil | 158 |
| | 1935-36 | Nil | 1,521 | Nil | Nil | 1,521 | Nil | 159 |
| Great Indian Peninsula | 1934-35 | Nil | 12,642 | Nil | Nil | 12,642 | Nil | 777 |
| | 1935-36 | Nil | 12,477 | Nil | 33 | 12,537 | Nil | 657 |
| North-Western | 1934-35 | Nil | 36,066 | Nil | Nil | 36,066 | Nil | 3,976 |
| | 1935-36 | Nil | 37,559 | Nil | Nil | 37,559 | Nil | 3,724 |
| South Indian | 1934-35 | Nil | 2,117 | 5 | .. | 2,119 | Nil | 14 |
| | 1935-36 | Nil | 2,125 | 6 | Nil | 2,127 | Nil | 23 |
| Total 2' 6" & 2' 0" Gauges | 1934-35 | Nil | 117,819 | 135 | Nil | 117,873 | Nil | 14,021 |
| | 1935-36 | Nil | 121,452 | 149 | 33 | 121,611 | Nil | 14,020 |
| TOTAL CLASS I RAILWAYS | 1934-35 | Nil | 6,121,991 | 17,986 | 40,809 | 6,203,385 | 54 | 767,601 |
| | 1935-36 | Nil | 6,303,331 | 18,825 | 39,900 | 6,383,407 | | 748,333 |

* 2½ tons of wood =
0.55 ton of oil fuel =

during the years 1934-35 and 1935-36—contd.

| ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS). | | | TOTAL FUEL CONSUMED (TONS). | | | | | Railway. |
|---|--------------|--------------------------------------|-----------------------------|-----------------|------------|--------------|-----------------------------------|---|
| Wood. | Oil fuel. | * Total (in terms of coal). | Foreign coal. | Indian coal. | Wood. | Oil fuel. | * Total (in terms of coal). | |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| <i>Nil</i> | <i>Nil</i> | 27,108 | <i>Nil</i> | 147,622 | <i>Nil</i> | <i>Nil</i> | 147,622 | 3' 3½" GAUGE—concl'd. Eastern Bengal. |
| <i>Nil</i> | <i>Nil</i> | 28,103 | <i>Nil</i> | 152,675 | <i>Nil</i> | <i>Nil</i> | 152,675 | |
| <i>Nil</i> | <i>Nil</i> | 3,458 | <i>Nil</i> | 47,446 | 233 | <i>Nil</i> | 47,539 | Jodhpur. |
| <i>Nil</i> | <i>Nil</i> | 3,508 | <i>Nil</i> | 54,705 | 238 | <i>Nil</i> | 54,800 | |
| <i>Nil</i> | 707 | 12,551 | <i>Nil</i> | 184,778 | <i>Nil</i> | 717 | 186,081 | Madras and Southern Mahratta. |
| <i>Nil</i> | 788 | 11,742 | <i>Nil</i> | 180,627 | <i>Nil</i> | 797 | 182,076 | |
| 15 | <i>Nil</i> | 2,155 | <i>Nil</i> | 55,894 | 142 | <i>Nil</i> | 55,951 | Nizam's State. |
| 14 | <i>Nil</i> | 1,917 | <i>Nil</i> | 50,316 | 124 | <i>Nil</i> | 50,396 | |
| <i>Nil</i> | <i>Nil</i> | 7,120 | <i>Nil</i> | 43,694 | <i>Nil</i> | <i>Nil</i> | 43,694 | Rohilkund and Kumaon. |
| <i>Nil</i> | <i>Nil</i> | 7,184 | <i>Nil</i> | 44,528 | <i>Nil</i> | <i>Nil</i> | 44,528 | |
| <i>Nil</i> | **2,379 | **26,775 | <i>Nil</i> | 182,910 | 366 | **2,379 | **187,382 | South Indian. |
| <i>Nil</i> | 2,401 | 22,570 | <i>Nil</i> | 176,486 | 338 | 2,401 | 180,988 | |
| 6,345 | **3,262 | **178,512 | <i>Nil</i> | 1,462,626 | 20,174 | **3,272 | **1,476,645 | Total 3' 3½" Gauge. |
| 5,943 | 3,468 | 171,680 | <i>Nil</i> | 1,453,325 | 20,495 | 3,477 | 1,467,848 | |
| <i>Nil</i> | <i>Nil</i> | 8,913 | <i>Nil</i> | 66,967 | <i>Nil</i> | <i>Nil</i> | 66,967 | 2' 6" AND 2' 0" GAUGES. Bengal Nagpur. |
| <i>Nil</i> | <i>Nil</i> | 9,457 | <i>Nil</i> | 68,838 | <i>Nil</i> | <i>Nil</i> | 68,838 | |
| <i>Nil</i> | <i>Nil</i> | 183 | <i>Nil</i> | 7,547 | 130 | <i>Nil</i> | 7,599 | Bombay, Baroda and Central India. |
| <i>Nil</i> | <i>Nil</i> | <i>Nil</i> | <i>Nil</i> | 8,429 | 143 | <i>Nil</i> | 8,486 | |
| <i>Nil</i> | <i>Nil</i> | 158 | <i>Nil</i> | 1,734 | <i>Nil</i> | <i>Nil</i> | 1,734 | Eastern Bengal. |
| <i>Nil</i> | <i>Nil</i> | 159 | <i>Nil</i> | 1,680 | <i>Nil</i> | <i>Nil</i> | 1,680 | |
| <i>Nil</i> | 15 | 804 | <i>Nil</i> | 13,419 | <i>Nil</i> | 15 | 13,446 | Great Indian Peninsula. |
| <i>Nil</i> | 14 | 682 | <i>Nil</i> | 13,134 | <i>Nil</i> | 47 | 13,219 | |
| <i>Nil</i> | <i>Nil</i> | 3,976 | <i>Nil</i> | 40,042 | <i>Nil</i> | <i>Nil</i> | 40,042 | North Western. |
| <i>Nil</i> | <i>Nil</i> | 3,724 | <i>Nil</i> | 41,283 | <i>Nil</i> | <i>Nil</i> | 41,283 | |
| <i>Nil</i> | <i>Nil</i> | 14 | <i>Nil</i> | 2,131 | 5 | .. | 2,133 | South Indian. |
| <i>Nil</i> | <i>Nil</i> | 23 | <i>Nil</i> | 2,148 | 6 | <i>Nil</i> | 2,150 | |
| <i>Nil</i> | 15 | 14,048 | <i>Nil</i> | 131,840 | 135 | 15 | 131,921 | Total 2' 6" & 2' 0" Gauges. |
| <i>Nil</i> | 14 | 14,045 | <i>Nil</i> | 135,512 | 149 | 47 | 135,656 | |
| 8,585 | **11,501 | **792,012 | 54 | 6,889,592 | 26,571 | **52,310 | **6,995,397 | TOTAL CLASS I RAILWAYS. |
| 8,032 | 12,438 | 774,162 | <i>Nil</i> | 7,051,664 | 26,857 | 52,338 | 7,157,569 | |

1 ton of coal.
1 ton of coal.

** Revised figures.

27 (a). Statement of Coal consumed on *Class I Railways* during the years 1934-35 and 1935-36
—contd.

| Railway. | Year. | AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY). | | | | AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL. | | | |
|--|---------|---|--------------|-------|-----------|--|--------------|-------|-----------|
| | | Foreign coal. | Indian coal. | Wood. | Oil fuel. | Foreign coal. | Indian coal. | Wood. | Oil fuel. |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 5' 6" GAUGE. | | | | | | | | | |
| | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Bengal-Nagpur | 1934-35 | Nil | 2.89 | Nil | Nil | Nil | 5.41 | Nil | Nil |
| | 1935-36 | Nil | 2.73 | Nil | Nil | Nil | 5.14 | Nil | Nil |
| Bombay, Baroda and Central India | 1934-35 | Nil | 3.82 | 4.03 | Nil | Nil | 14.0 | 6.06 | Nil |
| | 1935-36 | Nil | 3.63 | 3.05 | Nil | Nil | 13.1 | 5.06 | Nil |
| Eastern Bengal | 1934-35 | Nil | 2.41 | Nil | Nil | Nil | 6.45 | Nil | Nil |
| | 1935-36 | Nil | 2.34 | Nil | Nil | Nil | 6.52 | Nil | Nil |
| East Indian | 1934-35 | Nil | 3.24 | 11.4 | 102.8 | Nil | 6.55 | 11.5 | 103.8 |
| | 1935-36 | Nil | 3.25 | 11.7 | 87.8 | Nil | 6.52 | 11.8 | 88.6 |
| Great Indian Peninsula | 1934-35 | Nil | 3.96 | 5.30 | 42.1 | Nil | 10.2 | 5.92 | 43.7 |
| | 1935-36 | Nil | 3.89 | 4.87 | 42.3 | Nil | 9.20 | 4.87 | 45.1 |
| Madras and Southern Mahratta | 1934-35 | Nil | 4.97 | Nil | 44.5 | Nil | 12.8 | Nil | 46.1 |
| | 1935-36 | Nil | 4.92 | Nil | 52.5 | Nil | 13.2 | Nil | 56.3 |
| Nizam's State | 1934-35 | Nil | 4.47 | 6.00 | Nil | Nil | 5.87 | 7.02 | Nil |
| | 1935-36 | Nil | 4.15 | 6.00 | Nil | Nil | 5.64 | 8.58 | Nil |
| North Western | 1934-35 | 20.0 | 3.37 | Nil | 34.0 | 20.0 | 17.2 | Nil | 39.6 |
| | 1935-36 | Nil | 3.00 | Nil | 17.3 | Nil | 15.6 | Nil | 24.2 |
| South Indian | 1934-35 | Nil | 3.68 | 4.01 | 212.7(b) | Nil | 17.4 | 4.01 | (b) 212.7 |
| | 1935-36 | Nil | 2.83 | 2.94 | 194.0(b) | Nil | 16.8 | 2.94 | (b) 194.0 |
| 3' 3½" GAUGE. | | | | | | | | | |
| Assam Bengal | 1934-35 | Nil | 3.79 | Nil | 38.5 | Nil | 11.6 | Nil | 41.6 |
| | 1935-36 | Nil | 4.67 | Nil | 38.5 | Nil | 10.6 | Nil | 41.9 |
| Bengal and North Western | 1934-35 | Nil | 3.36 | Nil | Nil | Nil | 9.94 | Nil | Nil |
| | 1935-36 | Nil | 3.01 | Nil | Nil | Nil | 9.66 | Nil | Nil |
| Bombay, Baroda and Central India | 1934-35 | Nil | 4.34 | 4.40 | Nil | Nil | 14.9 | 4.94 | Nil |
| | 1935-36 | Nil | 3.44 | 4.40 | Nil | Nil | 14.2 | 4.94 | Nil |
| Burma | 1934-35 | Nil | 3.42 | 3.25 | Nil | Nil | 16.3 | 4.81 | Nil |
| | 1935-36 | Nil | 3.40 | 3.25 | Nil | Nil | 16.2 | 4.81 | Nil |

(b) This rate represents the rate of kerosene oil.

27 (a).—Statement of Coal consumed on Class I Railways during the years 1934-35 and 1935-36
—concl'd.

| Railway. | Year. | AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY). | | | | AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL. | | | |
|--|---------|---|--------------|-------|-----------|--|--------------|-------|-----------|
| | | Foreign coal. | Indian coal. | Wood. | Oil fuel. | Foreign coal. | Indian coal. | Wood. | Oil fuel. |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 3' 3½" GAUGE—concl'd. | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Eastern Bengal | 1934-35 | Nil | 2.41 | Nil | Nil | Nil | 8.72 | Nil | Nil |
| | 1935-36 | Nil | 2.34 | Nil | Nil | Nil | 8.13 | Nil | Nil |
| Jodhpur | 1934-35 | Nil | 3.10 | 5.00 | Nil | Nil | 15.8 | 5.00 | Nil |
| | 1935-36 | Nil | 2.94 | 5.00 | Nil | Nil | 15.2 | 5.00 | Nil |
| Madras and Southern Mahratta | 1934-35 | Nil | 7.85 | Nil | 44.7 | Nil | 14.5 | Nil | 46.6 |
| | 1935-36 | Nil | 8.24 | Nil | 44.4 | Nil | 14.9 | Nil | 46.5 |
| Nizam's State | 1934-35 | Nil | 4.47 | 6.00 | Nil | Nil | 8.23 | 7.02 | Nil |
| | 1935-36 | Nil | 4.15 | 6.00 | Nil | Nil | 8.59 | 8.58 | Nil |
| Rohilkund and Kumaon | 1934-35 | Nil | 3.50 | Nil | Nil | Nil | 12.3 | Nil | Nil |
| | 1935-36 | Nil | 3.00 | Nil | Nil | Nil | 11.5 | Nil | Nil |
| South Indian | 1934-35 | Nil | 3.68 | 4.01 | 47.2 | Nil | 17.0 | 4.01 | *47.2 |
| | 1935-36 | Nil | 2.83 | 2.94 | 46.9 | Nil | 17.2 | 2.94 | 47.9 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | |
| Bengal Nagpur | 1934-35 | Nil | 4.03 | Nil | Nil | Nil | 5.78 | Nil | Nil |
| | 1935-36 | Nil | 3.70 | Nil | Nil | Nil | 5.33 | Nil | Nil |
| Bombay, Baroda and Central India | 1934-35 | Nil | 3.76 | 3.61 | Nil | Nil | 16.0 | 3.61 | Nil |
| | 1935-36 | Nil | 3.89 | 3.20 | Nil | Nil | 13.1 | 3.20 | Nil |
| Eastern Bengal | 1934-35 | Nil | 2.41 | Nil | Nil | Nil | 7.20 | Nil | Nil |
| | 1935-36 | Nil | 2.34 | Nil | Nil | Nil | 8.01 | Nil | Nil |
| Great Indian Peninsula | 1934-35 | Nil | 4.15 | Nil | 42.3 | Nil | 9.32 | Nil | 46.4 |
| | 1935-36 | Nil | 4.11 | Nil | 47.5 | Nil | 8.64 | Nil | 52.1 |
| North Western | 1934-35 | Nil | 3.37 | Nil | Nil | Nil | 18.8 | Nil | Nil |
| | 1935-36 | Nil | 3.00 | Nil | Nil | Nil | 12.7 | Nil | Nil |
| South Indian | 1934-35 | Nil | 3.68 | 4.01 | (b)212.7 | Nil | 15.6 | 4.01 | (b)212.7 |
| | 1935-36 | Nil | 2.83 | 2.94 | Nil | Nil | 15.0 | 2.94 | Nil |

(b) This rate represents the rate of Kerosene oil.

*Revised figure.

27 (b).—Statement of Coal† Consumption on Class I Railways for the years 1934-35 and 1935-36.

| Railway | Year | Passenger and Total Mixed. | Passenger and proportion of Mixed. | Goods. | Goods and proportion of Mixed. | Shunting including siding all services. | | Departmental. | Steam Coaching. | Internal combustion coaches. | Locos. on Misc. services. | Total tons used on all Locomotive services. Cols. 3+5+7+9+10+11+12 | Fuel consumed for other than Locomotive purposes. | | | |
|-----------------------------------|---------|----------------------------|--|----------------------|--|---|-----------------------|----------------------|----------------------|------------------------------|---------------------------|--|---|-------------------------------|-------------------------|----------------------------|
| | | Total tons consumed. | Lbs. consumed per 1,000 gross ton miles. | Total tons consumed. | Lbs. consumed per 1,000 gross ton miles. | Total tons consumed. | Lbs. per engine mile. | Total tons consumed. | Total tons consumed. | Total tons consumed. | Total tons consumed. | | Water pumping Stations. | Electric Generating Stations. | Miscellaneous purposes. | Total. (columns 14+15+16.) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 5' 6" Gauge | | | | | | | | | | | | | | | | |
| Bengal-Nagpur | 1934-35 | 212,087 | 191.0 | 397,624 | 151.7 | 76,883 | 60.2 | 20,269 | 172 | Nil | 4,277 | 711,312 | 34,112 | 32,904 | 45,383 | 112,399 |
| | 1935-36 | 210,219 | 184.9 | 457,733 | 155.4 | 82,648 | 61.4 | 23,347 | 144 | Nil | 4,440 | 778,531 | 36,267 | 32,793 | 40,452 | 109,502 |
| Bombay, Baroda, and Central India | 1934-35 | 136,461 | 179.1 | 100,935 | 112.0 | 30,588 | 71.3 | 7,247 | Nil | Nil | Nil | 275,231 | 9,731 | 4,207 | 6,775 | 20,713 |
| | 1935-36 | 137,551 | 174.6 | 101,765 | 111.4 | 31,711 | 75.1 | 8,759 | Nil | Nil | Nil | 279,786 | 9,537 | 3,253 | 7,323 | 20,113 |
| Eastern Bengal | 1934-35 | 168,267 | 193.4 | 64,767 | 122.8 | 27,822 | 50.2 | 22,595 | Nil | Nil | 10,083 | 293,534 | 4,911 | 14,122 | 40,485 | 59,518 |
| | 1935-36 | 169,878 | 188.0 | 61,679 | 120.9 | 27,724 | 50.9 | 14,738 | Nil | Nil | 11,824 | 285,843 | 5,696 | 13,960 | 38,596 | 58,252 |
| East Indian | 1934-35 | 494,766 | 158.5 | 633,057 | 106.3 | 144,975 | 56.8 | 49,013 | 201 | Nil | 1,831 | 1,323,843 | 46,753 | 59,010 | 64,814 | 170,577 |
| | 1935-36 | 507,517 | 159.0 | 638,842 | 108.0 | 151,160 | 58.1 | 52,419 | 147 | Nil | 2,902 | 1,352,987 | 40,487 | 62,452 | 67,111 | 170,050 |
| Great Indian Peninsula | 1934-35 | 318,389 | 170.1 | 390,085 | 166.5 | 77,662 | 81.9 | 22,567 | Nil | Nil | 3,358 | 812,061 | 29,806 | 56,238 | 17,798 | 103,842 |
| | 1935-36 | 321,477 | 169.1 | 391,584 | 166.6 | 80,440 | 84.1 | 19,420 | Nil | Nil | 5,745 | 818,666 | 28,550 | 57,899 | 17,540 | 103,989 |
| Madras and Southern Mahratta | 1934-35 | 135,907 | 179.6 | 93,030 | 125.3 | 22,228 | 73.5 | 9,354 | Nil | Nil | 4,567 | 265,086 | 4,953 | 1,135 | 9,592 | 15,680 |
| | 1935-36 | 134,072 | 176.4 | 106,746 | 125.2 | 22,988 | 72.9 | 8,186 | Nil | 242 | 4,655 | 276,889 | 4,817 | 1,172 | 9,641 | 15,630 |
| Nizam's State | 1934-35 | 43,507 | 190.5 | 37,204 | 156.4 | 5,968 | 72.4 | 4,408 | Nil | Nil | Nil | 91,037 | 2,740 | Nil | 782 | 3,522 |
| | 1935-36 | 40,706 | 186.0 | 34,527 | 147.2 | 6,564 | 80.2 | 4,603 | Nil | Nil | Nil | 86,400 | 2,441 | Nil | 929 | 3,370 |
| North Western | 1934-35 | 453,096 | 156.8 | 312,938 | 129.9 | 116,250 | 84.4 | 32,013 | 1,180 | Nil | 4,942 | 921,319 | 20,276 | 15,033 | 76,446 | 111,755 |
| | 1935-36 | 492,181 | 163.5 | 328,243 | 134.7 | 123,957 | 87.3 | 35,573 | 1,167 | Nil | 4,918 | 986,030 | 17,856 | 4,202 | 83,901 | 106,019 |
| South Indian | 1934-35 | 60,460 | 153.5 | 25,074 | 120.1 | 5,049 | 45.5 | 3,323 | Nil | Nil | Nil | 93,906 | 600 | Nil | 846 | 1,446 |
| | 1935-36 | 64,055 | 153.8 | 28,339 | 113.7 | 4,030 | 44.7 | 4,064 | Nil | Nil | Nil | 100,487 | 603 | Nil | 909 | 1,512 |
| Total 5' 6" Gauge | 1934-35 | 2,023,840 | 168.5 | 2,054,714 | 129.0 | 507,425 | 66.3 | 170,789 | 1,553 | Nil | 29,058 | 4,787,379 | 153,882 | 182,649 | 262,921 | 599,452 |
| | 1935-36 | 2,077,656 | 168.5 | 2,149,457 | 131.4 | 531,222 | 68.1 | 171,109 | 1,458 | 242 | 34,484 | 4,965,628 | 146,244 | 175,791 | 266,402 | 688,437 |
| 3' 3½" Gauge | | | | | | | | | | | | | | | | |
| Assam Bengal | 1934-35 | 69,716 | 161.2 | 11,038 | 151.2 | 13,143 | 43.6 | 5,084 | Nil | Nil | 1,344 | 100,325 | 3,046 | 5,709 | 7,365 | 16,120 |
| | 1935-36 | 68,356 | 157.3 | 8,883 | 150.4 | 10,963 | 39.9 | 4,321 | Nil | Nil | 1,245 | 93,758 | 2,532 | 5,052 | 6,644 | 14,228 |
| Bengal and North Western | 1934-35 | 102,235 | 167.2 | 62,324 | 133.8 | 13,810 | 22.2 | 13,366 | Nil | Nil | 2,955 | 194,680 | 9,035 | 5,362 | 40,526 | 54,923 |
| | 1935-36 | 104,651 | 176.9 | 55,702 | 124.4 | 13,375 | 21.7 | 12,671 | Nil | Nil | 2,899 | 189,388 | 8,913 | 5,389 | 38,274 | 52,576 |
| Bombay, Baroda and Central India | 1934-35 | 123,116 | 189.1 | 74,477 | 139.4 | 19,377 | 39.1 | 5,945 | 518 | Nil | Nil | 223,433 | 6,035 | 6,351 | 4,228 | 16,614 |
| | 1935-36 | 127,109 | 196.5 | 78,501 | 140.0 | 21,415 | 43.8 | 6,479 | 450 | Nil | Nil | 231,954 | 6,014 | 3,999 | 8,040 | 18,053 |
| Burma | 1934-35 | 97,729 | 183.4 | 65,472 | 134.3 | 19,468 | 33.3 | 7,924 | Nil | Nil | Nil | 190,593 | 6,255 | Nil | 5,433 | 11,688 |
| | 1935-36 | 99,297 | 180.3 | 61,778 | 136.3 | 20,884 | 35.2 | 8,670 | Nil | Nil | Nil | 190,629 | 6,634 | Nil | 5,165 | 11,799 |

† Coal includes oil fuel @ 0.55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.

27 (b).—Statement of Coal* Consumption on Class I Railways for the years 1934-35 and 1935-36—
concl'd.

| Railway. | Year. | Passen- ger and Total Mixed. | Passen- ger and proportion of Mixed. | Goods. | Goods and pro- portion of Mixed. | Shunting in- cluding siding all services. | | Depart- mental. | Steam Coach- es. | Inter- nal com- bus- tion coach- es. | Locos. on Misc. servic- es. | Total tons used on all Locomotive services Cols. 3+5 +7+9+10 +11+12 | Fuel consumed for other than Loco- motive purposes. | | | |
|--|---------|---------------------------------------|---|-----------|---|---|-------------------------------------|--------------------|------------------------|--|---|--|--|---|--------------------------------------|--------------------------------------|
| | | Total tons consum- ed. | Lbs. con- sumed per 1,000 gross ton miles. | | Lbs. con- sumed per 1,000 gross ton miles. | Total tons consum- ed. | Lbs. per en- gine mile. | | | | | | Water pump- ing Stations. | Electric generat- ing Stations | Miscel- laneous purpos- es. | Total, (columns 14+15 +16). |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 3' 3½" GAUGE— concl'd. Eastern Bengal. | 1934-35 | 58,528 | 174.9 | 34,399 | 140.7 | 14,083 | 43.7 | 3,330 | 1 | Nil | 10,175 | 120,514 | 3,915 | Nil | 23,193 | 27,108 |
| | 1935-36 | 61,964 | 163.3 | 34,985 | 138.0 | 14,423 | 43.8 | 2,279 | Nil | Nil | 10,919 | 124,572 | 4,537 | 8 | 23,558 | 28,103 |
| Jodhpur. | 1934-35 | 26,060 | 143.7 | 12,597 | 139.1 | 2,456 | 24.4 | 1,669 | Nil | Nil | 1,299 | 44,081 | 1,458 | Nil | 2,000 | 3,458 |
| | 1935-36 | 28,258 | 147.8 | 14,230 | 137.5 | 2,803 | 25.5 | 4,234 | Nil | Nil | 1,767 | 51,292 | 1,343 | Nil | 2,165 | 3,508 |
| Madras and Southern Mah- aratta. | 1934-35 | 83,563 | 172.1 | 70,164 | 171.9 | 12,814 | 36.9 | 4,891 | Nil | Nil | 2,098 | 173,530 | 3,951 | 1,285 | 7,315 | 12,551 |
| | 1935-36 | 83,854 | 176.1 | 66,040 | 169.9 | 12,731 | 39.4 | 5,408 | Nil | Nil | 2,301 | 170,334 | 4,164 | 1,432 | 6,146 | 11,742 |
| Nizam's State. | 1934-35 | 30,796 | 305.4 | 16,496 | 187.4 | 3,775 | 86.6 | 2,716 | 13 | Nil | Nil | 53,796 | 1,352 | Nil | 803 | 2,155 |
| | 1935-36 | 27,451 | 274.5 | 15,093 | 185.7 | 3,465 | 76.8 | 2,364 | 16.6 | Nil | Nil | 48,479 | 1,153 | Nil | 764 | 1,917 |
| Rohilkund and Kumaon. | 1934-35 | 25,214 | 189.6 | 5,176 | 152.9 | 2,915 | 22.1 | 3,269 | Nil | Nil | Nil | 36,574 | 2,457 | 1,892 | 2,741 | 7,120 |
| | 1935-36 | 26,023 | 192.9 | 5,379 | 155.4 | 2,736 | 21.6 | 3,206 | Nil | Nil | Nil | 37,344 | 2,300 | 1,773 | 3,111 | 7,184 |
| South Indian. | 1934-35 | 113,377 | 174.0 | 33,012 | 112.5 | 6,976 | 34.2 | 7,242 | Nil | Nil | Nil | 160,607 | 3,100 | 15,517 | 8,158 | 26,775 |
| | 1935-36 | 113,213 | 180.4 | 31,476 | 109.8 | 6,229 | 34.4 | 7,500 | Nil | Nil | Nil | 158,418 | 2,545 | 11,867 | 8,158 | 22,570 |
| Total 3' 3½" Gauge. | 1934-35 | 730,332 | 179.1 | 385,155 | 142.4 | 108,817 | 34.7 | 55 | 532 | Nil | 17,871 | 1,298,133 | 40,634 | 36,116 | 101,762 | 178,512 |
| | 1935-36 | 740,178 | 180.4 | 370,157 | 140.3 | 100,014 | 35.4 | 57,132 | 556 | Nil | 19,131 | 1,296,168 | 40,135 | 29,520 | 102,025 | 171,680 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | | | | | | | | |
| Bengal-Nagpur. | 1934-35 | 36,893 | 362.4 | 13,295 | 330.3 | 5,854 | | 1,564 | 202 | Nil | 246 | 58,054 | 5,958 | 200 | 2,755 | 8,913 |
| | 1935-36 | 37,536 | 370.0 | 14,335 | 342.2 | 5,645 | | 1,475 | 176 | Nil | 214 | 59,381 | 6,344 | 243 | 2,870 | 9,457 |
| Bombay, Baroda and Central India. | 1934-35 | 7,208 | 490.0 | 96 | 401.6 | Nil | | 112 | Nil | Nil | Nil | 7,416 | 93 | Nil | 90 | 183 |
| | 1935-36 | 8,277 | 525.5 | 77 | 437.2 | Nil | | 132 | Nil | Nil | Nil | 8,486 | Nil | Nil | Nil | Nil |
| Eastern Bengal. | 1934-35 | 1,514 | 528.0 | Nil | 619.8 | Nil | | 9 | Nil | Nil | 53 | 1,576 | Nil | Nil | 158 | 158 |
| | 1935-36 | 1,454 | 535.6 | Nil | 633.1 | Nil | | 1 | Nil | Nil | 66 | 1,621 | Nil | Nil | 159 | 159 |
| Great Indian Peninsula. | 1934-35 | 11,564 | 478.5 | Nil | 498.5 | 578 | | 476 | Nil | 24 | Nil | 12,642 | 798 | Nil | 6 | 804 |
| | 1935-36 | 11,588 | 423.8 | Nil | 488.6 | 513 | | 376 | Nil | 60 | Nil | 12,537 | 680 | Nil | 2 | 682 |
| North-Western. | 1934-35 | 20,264 | 453.4 | 11,658 | 469.7 | 2,739 | | 1,095 | 214 | Nil | 96 | 36,066 | 1,169 | Nil | 2,807 | 3,976 |
| | 1935-36 | 19,429 | 441.4 | 13,717 | 505.2 | 2,649 | | 1,163 | 369 | Nil | 232 | 37,559 | 1,138 | Nil | 2,586 | 3,724 |
| South Indian. | 1934-35 | 2,099 | 273.9 | Nil | 214.1 | Nil | | 20 | Nil | Nil | Nil | 2,119 | 9 | Nil | 5 | 14 |
| | 1935-36 | 2,114 | 279.6 | Nil | 223.9 | Nil | | 13 | Nil | Nil | Nil | 2,127 | 16 | Nil | 7 | 23 |
| Total 2' 6" & 2' 0" Gauges. | 1934-35 | 79,542 | 403.2 | 25,049 | 350.6 | 9,171 | | 3,276 | 415 | 24 | 395 | 117,873 | 8,027 | 200 | 5,821 | 14,048 |
| | 1935-36 | 80,398 | 402.7 | 28,129 | 410.6 | 8,607 | | 3,160 | 545 | 60 | 512 | 121,611 | 8,178 | 243 | 5,624 | 14,045 |
| TOTAL CLASS I RAILWAYS. | 1934-35 | 2,833,714 | 173.1 | 2,464,918 | 132.9 | 625,413 | | 229,491 | 2,501 | 24 | 47,324 | 6,203,385 | 202,543 | 218,965 | 370,504 | 792,012 |
| | 1935-36 | 2,898,232 | 173.4 | 2,547,743 | 134.6 | 649,043 | | 231,401 | 2,559 | 302 | 54,127 | 6,383,407 | 194,557 | 205,554 | 374,051 | 774,163 |

* Coal includes oil fuel @ 0.55 ton of oil fuel = 1 ton of coal and firewood, @ 2½ tons of wood = 1 ton of coal

** Revised figures.

28.—Statement of Efficiency of Class 1 Railways for the years 1934-35 and 1935-36.

| Railway. | Year. | GOODS AND PROPORTION OF MIXED. | | | | |
|--|---------|--|---|--------------------------------|--|--|
| | | Wagon miles | | Net ton miles per engine hour. | Gross ton miles | |
| | | per shunting engine hour (excluding departmental). | per engine hour (including departmental). | | per engine hour (including weight of engine and departmental). | per train engine hour (excluding weight of engine and departmental). |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5' 6" GAUGE. | | | | | | |
| Bengal Nagpur | 1934-35 | 466 | 189 | 1,830 | 4,314 | 9,912 |
| | 1935-36 | 496 | 190 | 1,873 | 4,405 | 9,894 |
| Bombay, Baroda and Central India | 1934-35 | 654 | 247 | 2,191 | 5,359 | 10,965 |
| | 1935-36 | 663 | 254 | 2,260 | 5,475 | 11,538 |
| Eastern Bengal | 1934-35 | 389 | 145 | 1,024 | 3,798 | 8,212 |
| | 1935-36 | 367 | 144 | 1,005 | 3,492 | 7,799 |
| East Indian | 1934-35 | 756 | 240 | 2,292 | 5,347 | 10,960 |
| | 1935-36 | 740 | 232 | 2,184 | 5,143 | 10,446 |
| Great Indian Peninsula | 1934-35 | 705 | 249 | 2,113 | 5,239 | 10,899 |
| | 1935-36 | 683 | 250 | 2,153 | 5,322 | 11,102 |
| Madras and Southern Mahratta | 1934-35 | 702 | 222 | 1,722 | 4,686 | 9,289 |
| | 1935-36 | 742 | 238 | 1,864 | 4,976 | 9,552 |
| Nizam's State | 1934-35 | 709 | 199 | 1,798 | 4,613 | 8,697 |
| | 1935-36 | 695 | 209 | 1,835 | 4,775 | 9,080 |
| North Western | 1934-35 | 698 | 230 | 1,708 | 4,586 | 8,236 |
| | 1935-36 | 689 | 228 | 1,655 | 4,554 | 8,070 |
| South Indian | 1934-35 | 358 | 127 | 961 | 2,855 | 6,758 |
| | 1935-36 | 447 | 146 | 1,086 | 3,233 | 7,328 |
| Average for 5' 6" gauge | 1934-35 | 641 | 222 | 1,946 | 4,840 | 9,949 |
| | 1935-36 | 641 | 221 | 1,931 | 4,810 | 9,808 |
| 3' 3½" GAUGE. | | | | | | |
| Assam Bengal | 1934-35 | 425 | 150 | 732 | 1,967 | 3,612 |
| | 1935-36 | 433 | 149 | 683 | 1,929 | 3,387 |
| Bengal and North Western | 1934-35 | 341 | 141 | 754 | 1,852 | 3,882 |
| | 1935-36 | 350 | 149 | 811 | 1,920 | 4,156 |
| Bombay, Baroda and Central India | 1934-35 | 703 | 238 | 1,193 | 2,724 | 5,143 |
| | 1935-36 | 730 | 242 | 1,186 | 2,754 | 5,076 |
| Burma | 1934-35 | 730 | 208 | 1,223 | 3,018 | 4,636 |
| | 1935-36 | 640 | 195 | 1,143 | 2,878 | 4,880 |
| Eastern Bengal | 1934-35 | 487 | 201 | 831 | 2,399 | 4,482 |
| | 1935-36 | 499 | 210 | 866 | 2,420 | 4,638 |
| Jodhpur | 1934-35 | 672 | 187 | 729 | 1,896 | 3,935 |
| | 1935-36 | 654 | 193 | 692 | 1,928 | 3,963 |
| Madras and Southern Mahratta | 1934-35 | 630 | 168 | 804 | 2,303 | 3,367 |
| | 1935-36 | 621 | 166 | 777 | 2,281 | 3,354 |
| Nizam's State | 1934-35 | 810 | 186 | 1,064 | 2,771 | 4,368 |
| | 1935-36 | 762 | 165 | 969 | 2,546 | 4,392 |
| Rohilkund and Kumaon | 1934-35 | 291 | 102 | 651 | 1,612 | 2,907 |
| | 1935-36 | 310 | 107 | 655 | 1,629 | 2,939 |
| South Indian | 1934-35 | 588 | 166 | 720 | 2,104 | 4,196 |
| | 1935-36 | 579 | 166 | 733 | 2,143 | 4,340 |
| Average for 3' 3½" gauge | 1934-35 | 533 | 177 | 891 | 2,290 | 4,181 |
| | 1935-36 | 533 | 178 | 887 | 2,296 | 4,217 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | |
| Bengal Nagpur | 1934-35 | 329 | 124 | 320 | 1,137 | 1,708 |
| | 1935-36 | 316 | 121 | 306 | 1,098 | 1,637 |
| Bombay, Baroda and Central India | 1934-35 | 243 | 95 | 247 | 635 | 929 |
| | 1935-36 | 250 | 96 | 251 | 644 | 928 |
| Eastern Bengal | 1934-35 | 902 | 32 | 29 | 186 | 390 |
| | 1935-36 | 17,420 | 38 | 35 | 170 | 400 |
| Great Indian Peninsula | 1934-35 | 456 | 101 | 218 | 1,062 | 994 |
| | 1935-36 | 453 | 106 | 210 | 1,075 | 975 |
| North Western | 1934-35 | 456 | 84 | 188 | 870 | 814 |
| | 1935-36 | 466 | 88 | 167 | 882 | 828 |
| South Indian | 1934-35 | 647 | 108 | 248 | 868 | 1,204 |
| | 1935-36 | 700 | 98 | 209 | 798 | 1,038 |

**29.—STATEMENT OF PRINCIPAL COMMODITIES
CARRIED BY CLASS I RAILWAYS AND THE
EARNINGS THEREFROM FOR 1935-36 (IN
HUNDREDS).**

29.—Statement of Principal Commodities carried by Class I

| Railway. | I.—Fuel. | | | | | | | | | | | |
|-----------------------------------|--|-------------|-----------|--|-------------|----------------|--|-------------|----------------|--|-------------|----------------|
| | Coal and Coke and patent fuel. | | | | | | | | | (4) Oil fuel. | | |
| | (1) For the public. | | | (2) For foreign railways and Home line constructions. | | | (3) Total. | | | | | |
| | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earn- ings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earn- ings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earn- ings. |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 5' 6" GAUGE. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. |
| Bengal Nagpur . . . | 5,046,4 | 5,561,3 | 1,25,47,0 | 1,211,0 | 1,352,2 | 47,48,1 | 6,257,4 | 6,914,2 | 1,72,95,1 | 1,2 | 1,5 | 16,5 |
| Bombay, Baroda and Central India. | 6 | 771,9 | 35,71,5 | .. | 18,9 | 2,53,8 | 6 | 790,8 | 38,25,3 | 24,6 | 24,6 | 4,81,3 |
| Eastern Bengal . . . | 8,7 | 1,163,6 | 25,78,6 | 7 | 111,9 | 4,57,2 | 9,4 | 1,275,5 | 30,35,8 | 11,8 | 11,8 | 19,1 |
| East Indian . . . | 8,035,3 | 8,939,0 | 3,69,35,5 | 2,064,9 | 2,407,0 | 1,48,83,2 | 10,100,2 | 11,346,0 | 5,18,18,7 | 9 | 12,1 | 3,21,4 |
| Great Indian Peninsula | 777,8 | 1,562,3 | 58,63,8 | 68,6 | 325,4 | 14,63,8 | 846,4 | 1,887,7 | 73,27,6 | 31,5 | 31,8 | 5,31,5 |
| Madras and Southern Mahratta. | 61,4 | 190,0 | 7,60,1 | 1 | 339,4 | 20,48,6 | 61,5 | 529,4 | 28,08,7 | 13,0 | 13,0 | 2,35,0 |
| Nizam's State . . . | 318,9 | 350,4 | 16,09,5 | 247,0 | 247,0 | 5,68,8 | 565,9 | 597,4 | 21,78,3 | 2 | 1,5 | 27,4 |
| North Western . . . | 64,2 | 1,104,9 | 32,03,4 | 7 | 7 | 2 | 64,9 | 1,105,6 | 32,03,6 | 40,3 | 40,4 | 8,97,9 |
| South Indian . . . | 18,7 | 23,3 | 2,04,4 | Nil | Nil | 2 | 18,7 | 23,3 | 2,04,6 | 1,4 | 1,4 | 7,0 |
| Total . . . | 14,332,0 | 19,666,7 | | 3,593,0 | 4,803,2 | | 17,925,0 | 24,469,9 | | 124,9 | 138,1 | |
| 3' 3½" GAUGE. | | | | | | | | | | | | |
| Assam Bengal . . . | 28,2 | 102,9 | 3,10,7 | 2,5 | 11,4 | 28,3 | 30,7 | 114,3 | 3,39,0 | 1,3 | 9,0 | 76,0 |
| Bengal and North West-ern. | 6,7 | 341,6 | 10,62,5 | .. | .. | .. | 6,7 | 341,6 | 10,62,5 | 2 | 2 | 1,7 |
| Bombay, Baroda and Central India. | 1,1 | 282,1 | * | .. | 83,1 | * | 1,1 | 365,2 | * | 1,0 | 8,6 | * |
| Burma . . . | 49,8 | 49,8 | 5,61,5 | Nil | Nil | Nil | 49,8 | 49,8 | 5,61,5 | 14,1 | 14,1 | 2,38,4 |
| Eastern Bengal . . . | 4 | 264,2 | * | 1 | 90,3 | * | 5 | 354,5 | * | 1 | 3 | * |
| Jodhpur . . . | 5 | 22,5 | 60,5 | Nil | 5,1 | 7,5 | 5 | 27,6 | 68,0 | Nil | 4,4 | 73,0 |
| Madras and Southern Mahratta. | 7,1 | 35,3 | * | 12,4 | 25,2 | * | 19,5 | 60,5 | * | 5,1 | 9,8 | * |
| Nizam's State . . . | Nil | 28,9 | * | Nil | 1,4 | * | Nil | 30,3 | * | 1 | 1,2 | * |
| Rohilkund and Kumaon | 4 | 25,6 | 22,5 | .. | .. | .. | 4 | 25,6 | 22,5 | 1 | 1 | 2 |
| South Indian . . . | 78,7 | 78,9 | * | 2 | 2 | * | 78,9 | 79,1 | * | 3 | 3 | * |
| Total . . . | 172,9 | 1,231,8 | | 15,2 | 216,7 | | 188,1 | 1,448,5 | | 22,3 | 48,0 | |
| 2' 6" AND 2' 0" GAUGES | | | | | | | | | | | | |
| Bengal Nagpur . . . | 32,6 | 59,4 | * | 1,2 | 1,6 | * | 33,8 | 61,0 | * | .. | .. | * |
| Bombay, Baroda and Central India. | 2 | 5,8 | * | .. | .. | * | 2 | 5,8 | * | .. | 4 | * |
| Eastern Bengal . . . | .. | .. | * | .. | .. | * | .. | .. | * | .. | .. | * |
| Great Indian Peninsula | .. | 12,6 | * | .. | .. | * | .. | 12,6 | * | 7 | 7 | * |
| North Western . . . | 69,7 | 84,6 | * | Nil | Nil | Nil | 69,7 | 84,6 | * | 5 | 9 | * |
| South Indian . . . | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil |
| Total . . . | 102,5 | 162,4 | | 1,2 | 1,6 | | 103,7 | 164,0 | | 1,2 | 2,0 | |
| Total, 1935-36 | 14,607,4 | 21,060,9 | 6,92,91,5 | 3,609,4 | 5,021,5 | 2,44,59,7 | 18,216,8 | 26,082,4 | 9,37,51,2 | 148,4 | 188,1 | 29,20,4 |
| Total 1934-35 | 14,505,4 | 20,783,1 | 7,09,41,7 | 3,727,8 | 5,085,3 | 2,49,16,3 | 18,233,2 | 25,868,4 | 9,58,58,0 | 146,3 | 185,0 | 27,52,5 |
| Increase | 102,0 | 277,8 | .. | .. | .. | .. | .. | 214,0 | .. | 2,1 | 3,1 | 1,73,9 |
| Decrease | .. | .. | 16,50,2 | 118,4 | 63,8 | 4,56,6 | 16,4 | .. | 21,06,8 | .. | .. | .. |

*Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1935-36 (In hundreds).

| (5) Firewood and other fuel. | | | II.—Heavy Merchandise. | | | | | | Railway. |
|--|-------------|-----------|--|-------------|-----------|--|-------------|-----------|-----------------------------------|
| | | | (1) Rice in the husk. | | | (2) Rice not in the husk. | | | |
| Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | 5' 6" GAUGE. |
| 183,8 | 191,1 | 5,71,9 | 62,4 | 165,3 | 10,53,3 | 467,1 | 485,8 | 51,33,9 | Bengal Nagpur. |
| 94,0 | 138,0 | 5,32,5 | 8,1 | 9,0 | 52,3 | 58,3 | 70,4 | 12,48,1 | Bombay, Baroda and Central India. |
| 11,4 | 41,2 | 46,3 | 65,8 | 118,6 | 10,46,5 | 83,3 | 97,8 | 10,45,4 | Eastern Bengal. |
| 119,9 | 154,1 | 3,35,8 | 71,8 | 81,7 | 2,54,7 | 222,0 | 329,1 | 23,08,6 | East Indian. |
| 151,2 | 160,3 | 3,24,0 | 4,4 | 6,3 | 58,9 | 104,1 | 254,5 | 21,86,9 | Great Indian Peninsula. |
| 73,3 | 85,5 | 4,46,3 | 35,0 | 39,8 | 2,41,3 | 242,2 | 302,3 | 47,69,2 | Madras and Southern Mahratta. |
| 61,0 | 61,0 | 2,13,3 | 1,2 | 1,2 | 5,1 | 57,7 | 72,4 | 8,31,2 | Nizam's State. |
| 386,0 | 390,4 | 10,60,5 | 25,3 | 26,1 | 1,18,8 | 251,2 | 290,5 | 33,67,8 | North Western. |
| 34,1 | 39,9 | 3,33,0 | 78,9 | 146,4 | 19,02,2 | 89,5 | 130,8 | 23,13,4 | South Indian. |
| 1,114,7 | 1,261,5 | | 452,9 | 594,4 | | 1,575,4 | 2,033,6 | | Total. |
| 9 | 9 | 2,3 | 29,2 | 30,9 | 1,36,3 | 57,5 | 65,1 | 4,67,1 | 3' 3½" GAUGE. |
| 100,9 | 101,9 | 1,62,7 | 30,7 | 51,7 | 2,43,1 | 150,4 | 297,4 | 15,36,5 | Assam Bengal. |
| 68,8 | 83,2 | * | 1 | 1,0 | * | 1,1 | 62,3 | * | Bengal and North Western. |
| 63,8 | 63,8 | 2,27,2 | 268,1 | 268,1 | 10,50,6 | 823,1 | 823,1 | 61,22,7 | Bombay, Baroda and Central India. |
| 4,8 | 5,0 | * | 83,7 | 93,6 | * | 112,4 | 144,9 | * | Burma. |
| 14,6 | 15,4 | 25,3 | 1,7 | 1,8 | 9,2 | 15,9 | 25,1 | 1,82,9 | Eastern Bengal. |
| 71,2 | 71,3 | * | 23,0 | 30,5 | * | 126,6 | 209,3 | * | Jodhpur. |
| 12,4 | 12,5 | * | 1 | 1 | * | 14,1 | 28,4 | * | Madras and Southern Mahratta. |
| 205,2 | 205,2 | 3,88,2 | 10,9 | 10,9 | 63,8 | 7,7 | 9,0 | 38,5 | Nizam's State. |
| 43,1 | 46,1 | * | 189,4 | 202,2 | * | 235,7 | 269,7 | * | Rohilkund and Kumaon. |
| 585,7 | 605,3 | | 636,9 | 690,8 | | 1,544,5 | 1,934,3 | | South Indian. |
| 28,1 | 29,2 | * | 5,9 | 8,2 | * | 33,0 | 45,4 | * | Total. |
| 28,0 | 29,0 | * | 7 | 7 | * | 6 | 5,4 | * | 2' 6" AND 2' 0" GAUGES. |
| .. | .. | * | .. | .. | * | .. | 1 | * | Bengal-Nagpur. |
| .. | .. | * | .. | .. | * | 1 | 12,6 | * | Bombay, Baroda and Central India. |
| 1,5 | 9,3 | * | 6 | 6 | * | 33,3 | 38,2 | * | Eastern Bengal. |
| 5,5 | 5,5 | * | 5 | 5 | * | 1 | 4,5 | * | Great Indian Peninsula. |
| 63,1 | 73,0 | | 7,7 | 10,0 | | 67,1 | 106,2 | | North Western. |
| 1,763,5 | 1,939,8 | 46,69,3 | 1,097,5 | 1,295,2 | 62,36,1 | 3,187,0 | 4,074,1 | 3,15,52,2 | South Indian. |
| 1,767,3 | 1,919,9 | 48,36,2 | 1,050,5 | 1,217,7 | 56,32,0 | 3,745,6 | 4,860,9 | 3,62,30,8 | Total. |
| .. | 19,9 | .. | 47,0 | 77,5 | 6,04,1 | .. | .. | .. | Total, 1935-36 |
| 3,8 | .. | 1,66,9 | .. | .. | .. | 558,6 | 786,8 | 46,78,6 | Total, 1934-35. |
| | | | | | | | | | Increase. |
| | | | | | | | | | Decrease. |

5' 6" gauge.

Gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class 1

| II.—Heavy Mer | | | | | | | | | |
|----------------------------------|--|-------------|-----------|--|-------------|-----------|--|-------------|-----------|
| Railway. | (3) Gram and pulse. | | | (4) Wheat. | | | (5) Jo war and Bajra. | | |
| | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originating on Home line whether local or Foreign. | † Total. | Earnings. | Originating on Home line whether local o- Foreign. | † Total. | Earnings. |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
| 5' 6" GAUGE. | | | | | | | | | |
| | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. |
| Bengal Nagpur | 69,1 | 103,9 | 12,20,5 | 35,0 | 50,2 | 7,09,7 | 4 | 9 | 8,4 |
| Bombay, Baroda and Central India | 57,4 | 110,0 | 23,17,8 | 32,7 | 140,1 | 27,74,2 | 14,4 | 33,8 | 6,26,4 |
| Eastern Bengal | 39,5 | 47,8 | 5,44,2 | .. | .. | .. | .. | .. | .. |
| East Indian | 176,3 | 267,6 | 21,76,9 | 135,7 | 363,2 | 34,35,6 | 16,0 | 22,0 | 1,21,5 |
| Great Indian Peninsula . . . | 251,5 | 390,3 | 47,75,1 | 273,9 | 306,4 | 32,47,8 | 118,1 | 143,7 | 14,75,1 |
| Madras and Southern Mahratta . | 51,1 | 175,7 | 19,91,8 | 6,5 | 20,8 | 5,33,9 | 13,1 | 30,9 | 5,58,4 |
| Nizam's State | 30,6 | 161,0 | 13,79,2 | 4,7 | 25, . | 3,81,5 | 11,7 | 18,4 | 1,75,1 |
| North Western | 397,5 | 498,6 | 45,85,1 | 933,9 | 1,003,4 | 88,54,1 | 37,2 | 44,9 | 3,82,7 |
| South Indian | 36,4 | 55,3 | 12,69,3 | 6,3 | 7,6 | 1,26,8 | 12,0 | 27,2 | 2,31,5 |
| Total | 1,109,4 | 1,810,2 | | 1,423,7 | 1,917,2 | | 222,9 | 321,8 | |
| 3' 3½" GAUGE. | | | | | | | | | |
| Assam Bengal | 5,2 | 19,6 | 1,36,3 | 1,4 | 6,0 | 34,0 | .. | .. | 1 |
| Bengal and North Western . . | 102,8 | 115,1 | 6,51,0 | 57,6 | 67,0 | 4,29,0 | † | † | † |
| Bombay, Baroda and Central India | 99,7 | 148,5 | * | 72,3 | 162,2 | * | 22,4 | 42,0 | * |
| Burma | 78,3 | 78,3 | 9,38,1 | 13,8 | 13,8 | 1,57,6 | 1,5 | 1,5 | 23,1 |
| Eastern Bengal | 23,9 | 6,2 | * | .. | .. | .. | .. | .. | .. |
| Jodhpur | 4,0 | 60,8 | 4,67,3 | 63,9 | 80,2 | 3,05,4 | 6,3 | 8,0 | 51,0 |
| Madras and Southern Mahratta . | 17,4 | 105,4 | * | 15,7 | 36,1 | * | 32,1 | 52,6 | * |
| Nizam's State | 56,0 | 75,7 | * | 10,1 | 21,8 | * | 5,7 | 6,1 | * |
| Rohilkund and Kumaon . . . | 11,8 | 16,7 | 77,4 | 16,4 | 22,1 | 91,5 | 7,9 | 8,3 | 25,4 |
| South Indian | 125,8 | 134,3 | * | 6,8 | 9,1 | * | 5,5 | 6,7 | * |
| Total | 504,9 | 817,6 | | 258,0 | 418,3 | | 81,4 | 125,2 | |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | |
| Bengal Nagpur | 18,9 | 24,7 | * | 15,8 | 18,6 | * | 1,1 | 1,1 | * |
| Bombay, Baroda and Central India | 2,6 | 4,2 | * | 6 | 2,7 | * | 5 | 2,1 | * |
| Eastern Bengal | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Great Indian Peninsula . . . | 2,1 | 3,7 | * | 2 | 3,4 | * | 4 | 3,9 | * |
| North Western | 19,0 | 25,0 | * | 12,3 | 24,4 | * | 3,9 | 4,2 | * |
| South Indian | 2,2 | 3,5 | * | Nil | Nil | Nil | 1,7 | 1,7 | * |
| Total | 44,8 | 61,1 | | 28,9 | 49,1 | | 7,6 | 13,9 | |
| Total, 1935-36 | 1,659,1 | 2,688,9 | 2,25,30,0 | 1,715,6 | 2,384,6 | 2,11,71,1 | 311,9 | 460,0 | 36,81,7 |
| Total, 1934-35 | 1,724,1 | 2,881,5 | 2,49,82,6 | 1,653,7 | 2,238,8 | 2,00,78,2 | 209,5 | 438,5 | 38,44,1 |
| Increase | .. | .. | .. | 59,9 | 145,8 | 1,92,9 | 12,4 | 21,5 | .. |
| Decrease | 65,0 | 192,6 | 24,52,6 | .. | .. | .. | .. | .. | 1,62,4 |

* Shown under

† In these totals consignments passing over two or more

† Not recorded.

Railways and the earnings therefrom for the year 1935-36 (In hundreds)—contd.

commodity—contd.

| (6) Other grains. | | | (7) Marble and Stone. | | | (8) Salt. | | | Railway. |
|--|----------|-----------|--|----------|-----------|--|----------|-----------|-----------------------------------|
| Originating on Home line whether local or Foreign. | † Total. | Earnings. | Originating on Home line whether local or Foreign. | † Total. | Earnings. | Originating on Home line whether local or Foreign. | † Total. | Earnings. | |
| 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 |
| Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | 5' 6" GAUGE. |
| 2,9 | 5,1 | 58,1 | 82,4 | 86,7 | 2,50,2 | 92,7 | 129,3 | 14,92,2 | Bengal Nagpur. |
| 15,4 | 37,1 | 7,20,9 | 312,3 | 330,2 | 18,84,1 | 106,5 | 216,3 | 42,99,7 | Bombay, Baroda and Central India. |
| 20,2 | 26,9 | 2,79,2 | 2,1 | 47,9 | 96,8 | 71,8 | 76,5 | 8,03,3 | Eastern Bengal. |
| 112,7 | 136,6 | 9,41,8 | 586,1 | 688,0 | 15,57,8 | 169,5 | 259,7 | 19,91,3 | East Indian. |
| 11,6 | 21,5 | 2,01,8 | 226,4 | 345,3 | 13,72,5 | 105,2 | 230,4 | 27,45,5 | Great Indian Peninsula. |
| 22,2 | 27,5 | 3,77,0 | 34,8 | 42,1 | 4,43,8 | 48,8 | 57,1 | 9,57,5 | Madras and Southern Mahratta. |
| 2,9 | 4,9 | 63,1 | 91,7 | 92,1 | 3,50,9 | 2,4 | 40,9 | 5,08,9 | Nizam's State. |
| 79,0 | 92,6 | 5,99,2 | 646,2 | 669,6 | 15,27,7 | 165,4 | 190,8 | 17,57,5 | North Western. |
| 3,3 | 5,6 | 97,5 | 12,5 | 13,9 | 3,89,8 | 12,7 | 48,6 | 10,45,7 | South Indian. |
| 270,2 | 357,8 | | 1,994,5 | 2,315,8 | | 865,0 | 1,249,6 | | Total. |
| | | | | | | | | | 3' 3½" GAUGE. |
| 9 | 1,1 | 3,9 | 115,9 | 116,1 | 3,31,0 | 25,4 | 27,4 | 1,95,4 | Assam Bengal. |
| 151,7 | 173,9 | 10,44,2 | 12,9 | 21,7 | 80,7 | 5,7 | 145,8 | 9,78,3 | Bengal and North Western. |
| 32,6 | 49,9 | * | 141,6 | 238,8 | * | 221,6 | 299,8 | * | Bombay, Baroda and Central India. |
| 8,4 | 8,4 | 93,4 | 305,0 | 305,0 | 5,62,3 | 35,0 | 35,0 | 4,90,5 | Burma. |
| 19,6 | 35,6 | * | 5,1 | 9,5 | * | 2,4 | 59,0 | * | Eastern Bengal. |
| 3,2 | 15,4 | 89,2 | 126,2 | 130,0 | 3,83,5 | 47,0 | 47,7 | 2,11,0 | Jodhpur. |
| 14,8 | 23,6 | " | 42,3 | 49,8 | * | 11,9 | 68,8 | * | Madras and Southern Mahratta. |
| 1,3 | 2,9 | * | 2 | 10,1 | * | 1 | 21,0 | * | Nizam's State. |
| 16,2 | 16,5 | 66,5 | 22,6 | 24,1 | 37,8 | 3 | 26,3 | 1,61,2 | Rohilkund and Kumaon. |
| 7,1 | 8,1 | * | 152,4 | 154,5 | * | 115,4 | 118,4 | * | South Indian. |
| 255,8 | 335,4 | | 924,2 | 1,059,6 | | 464,8 | 849,2 | | Total. |
| | | | | | | | | | 2' 6" AND 2' 0" GAUGES. |
| 3,2 | 3,4 | * | 3,0 | 4,7 | * | 1,1 | 22,3 | * | Bengal Nagpur. |
| 8 | 1,9 | * | 6 | 5,3 | * | .. | 2,8 | * | Bombay, Baroda and Central India. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | Eastern Bengal. |
| .. | 2 | * | 3,6 | 4,4 | * | 1 | 3,5 | * | Great Indian Peninsula. |
| 2,3 | 4,7 | * | 2 | 2,8 | * | 9 | 3,0 | * | North Western. |
| 7 | 8 | * | Nil | 1 | * | Nil | 3,5 | * | South Indian. |
| 7,0 | 11,0 | | 7,4 | 17,3 | | 2,1 | 35,1 | | Total. |
| 533,0 | 704,2 | 46,35,8 | 2,926,1 | 3,392,7 | 92,68,9 | 1,331,9 | 2,133,0 | 1,76,38,0 | Total, 1935-36. |
| 488,9 | 682,4 | 47,87,5 | 2,639,9 | 3,053,8 | 82,41,7 | 1,303,4 | 2,099,9 | 1,76,31,1 | Total, 1934-35. |
| 46,1 | 21,8 | .. | 286,2 | 338,9 | 10,27,2 | 28,5 | 34,0 | 6,9 | Increase. |
| .. | .. | 1,51,7 | .. | .. | .. | .. | .. | .. | Decrease. |

5' 6" gauge.
gauge or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

| 11.—Heavy Mer | | | | | | | | | | |
|----------------------------------|--|-------------|-----------|--|-------------|----------|--|-------------|-----------|----|
| Railway. | (9) Sugar, refined and unrefined. | | | (10) Wood, unwrought. | | | (11) Metallic ores. | | | |
| | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | |
| | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 |
| 5' 6" GAUGES. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | |
| Bengal Nagpur | 5,9 | 38,5 | 4,55,6 | 80,4 | 88,7 | 4,89,1 | 3,122,8 | 3,316,5 | 1,00,03,9 | |
| Bombay, Baroda and Central India | 12,0 | 38,3 | 18,01,6 | 79,3 | 185,4 | 12,44,4 | .. | 29,7 | 1,79,9 | |
| Eastern Bengal | 12,7 | 18,9 | 2,87,3 | 27,5 | 42,7 | 2,99,0 | .. | .. | .. | |
| East Indian | 160,7 | 280,0 | 23,87,2 | 171,9 | 247,8 | 11,67,8 | 2 | 5,9 | 33,1 | |
| Great Indian Peninsula | 66,5 | 161,4 | 26,24,0 | 126,2 | 168,6 | 9,10,5 | 6,0 | 42,4 | 2,89,3 | |
| Madras and Southern Mahratta . . | 12,1 | 37,2 | 5,57,5 | 17,6 | 52,0 | 7,38,2 | . | 7,3 | 7,25,9 | |
| Nizam's State | 1,0 | 6,9 | 1,76,2 | 28,2 | 30,9 | 3,18,9 | Nil | Nil | Nil | |
| North Western | 100,6 | 229,6 | 33,45,9 | 201,6 | 264,5 | 11,01,9 | Nil | 18,6 | 2,69,0 | |
| South Indian | 7,3 | 14,4 | 3,28,5 | 68,3 | 69,6 | 7,34,1 | 7,1 | 7,1 | 21,2 | |
| Total | 378,8 | 825,2 | | 801,0 | 1,150,2 | | 3,136,1 | 3,427,5 | | |
| 3' 3½" GAUGE. | | | | | | | | | | |
| Assam Bengal | 3,0 | 10,0 | 58,7 | 11,4 | 12,8 | 58,6 | .. | .. | .. | |
| Bengal and North-Western . . . | 324,9 | 326,2 | 28,48,4 | 71,7 | 78,0 | 4,25,8 | † | † | † | |
| Bombay, Baroda and Central India | 16,0 | 126,9 | * | 5,3 | 125,0 | * | 4 | 6 | * | |
| Burma | 16,6 | 16,6 | 2,53,8 | 189,6 | 189,6 | 8,83,4 | 124,6 | 124,6 | 14,67,7 | |
| Eastern Bengal | 4,7 | 28,4 | * | 24,7 | 33,3 | ' | .. | .. | .. | |
| Jodhpur | 4 | 18,2 | 1,46,1 | 1,1 | 7,9 | 43,1 | .. | .. | .. | |
| Madras and Southern Mahratta . . | 10,2 | 28,0 | * | 36,1 | 58,4 | * | 166,0 | 166,2 | * | |
| Nizam's State | 5 | 9,2 | * | 2,6 | 8,9 | * | Nil | Nil | Nil | |
| Rohilkund and Kumaon | 91,3 | 92,3 | 5,59,3 | 97,7 | 97,9 | 3,73,7 | .. | .. | .. | |
| South Indian | 23,2 | 24,5 | * | 26,6 | 35,8 | * | 8 | 8 | * | |
| Total | 490,8 | 680,3 | | 466,8 | 647,6 | | 291,8 | 292,2 | | |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | | |
| Bengal Nagpur | 4 | 5,7 | * | 29,6 | 30,4 | * | 186,6 | 186,7 | * | |
| Bombay, Baroda and Central India | 5 | 2,2 | * | 51,6 | 54,6 | * | 29,6 | 29,6 | * | |
| Eastern Bengal | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Great Indian Peninsula | 2 | 3,2 | * | 1,6 | 3,3 | * | .. | .. | .. | |
| North Western | 9 | 7,9 | * | 1,7 | 3,5 | * | 18,3 | 18,3 | * | |
| South Indian | Nil | 1 | * | 3 | 5 | * | Nil | Nil | Nil | |
| Total | 2,0 | 19,1 | | 84,8 | 92,3 | | 234,5 | 234,6 | | |
| Total, 1935-36 | 871,6 | 1,524,6 | 1,58,30,1 | 1,352,6 | 1,890,1 | 87,88,5 | 3,662,4 | 3,954,3 | 1,29,90,0 | |
| Total, 1934-35 | 796,0 | 1,414,3 | 1,56,82,1 | 1,345,8 | 1,874,8 | 87,92,9 | 2,986,6 | 3,135,8 | 95,13,6† | |
| Increase | 75,6 | 110,3 | 1,48,0 | 6,8 | 15,3 | .. | 675,8 | 818,5 | 34,76,4 | |
| Decrease | .. | .. | .. | .. | .. | 4,4 | .. | .. | .. | |

* Shown under
† In these totals consignments passing over two or more
† Not recorded

Railways and the earnings therefrom for the year 1935-36 (In hundreds) —contd.

commodity—contd.

| (12) Oil seeds. | | | (13) Cotton, raw, pressed. | | | (14) Petrol (in bulk). | | | Railway. |
|--|-------------|-----------|--|-------------|-----------|--|-------------|-----------|--------------------------------------|
| Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | |
| 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | |
| Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | |
| 67,0 | 86,0 | 9,70,6 | 1,4 | 8,0 | 2,16,1 | 4,0 | 5,5 | 1,61,3 | 5' 6" GAUGE. |
| 73,8 | 161,4 | 25,87,2 | 116,9 | 251,2 | 79,24,0 | 11,5 | 11,5 | 4,43,8 | Bengal Nagpur. |
| 10,6 | 27,1 | 3,69,2 | 5 | 2,2 | 22,2 | 12,5 | 47,9 | 8,96,9 | Bombay, Baroda and Central India. |
| 203,6 | 397,8 | 40,78,1 | 17,8 | 49,7 | 12,61,5 | 1 | 14,9 | 6,22,3 | Eastern Bengal. |
| 279,2 | 501,9 | 61,58,4 | 159,1 | 257,0 | 85,24,5 | 29,7 | 29,9 | 9,53,9 | East Indian. |
| 113,0 | 222,9 | 49,73,8 | 20,6 | 32,9 | 11,22,0 | 24,3 | 24,3 | 8,23,0 | Great Indian Peninsula. |
| 69,7 | 98,0 | 12,91,2 | 1,2 | 8,9 | 7,16,0 | Nil | 8,1 | 1,75,0 | Madras and Southern Maharatta. |
| 388,8 | 427,2 | 39,41,1 | 356,3 | 395,8 | 1,46,48,5 | 39,4 | 39,6 | 24,32,9 | Nizam's State. |
| 19,8 | 49,0 | 15,19,6 | 17,3 | 19,5 | 4,02,5 | 3,4 | 5,5 | 3,53,3 | North Western. |
| 1,231,5 | 1,961,3 | | 691,1 | 1,025,2 | | 124,9 | 187,2 | | South Indian. |
| | | | | | | | | | Total. |
| 10,2 | 11,8 | 74,2 | 5 | 5 | 3,4 | 49,2 | 49,6 | 7,19,1 | 3' 3½" GAUGE. |
| 140,5 | 147,2 | 8,40,0 | † | † | † | 1,5 | 9,9 | 2,60,1 | Assam Bengal. |
| 88,6 | 210,7 | * | 82,0 | 144,5 | * | 3 | 2,1 | * | Bengal and North Western. |
| 29,9 | 20,9 | 2,83,0 | 5,7 | 5,7 | 1,09,3 | 2,0 | 2,0 | 50,8 | Bombay, Baroda and Central India. |
| 40,5 | 47,0 | * | 4 | 5 | * | .. | 45,3 | * | Burma. |
| 58,5 | 66,5 | 5,93,2 | 38,0 | 46,7 | 6,14,5 | Nil | 2,8 | 1,18,6 | Eastern Bengal. |
| 218,5 | 259,8 | * | 31,5 | 41,1 | * | 10,4 | 10,4 | * | Jodhpur. |
| 104,1 | 109,3 | * | 38,4 | 39,1 | * | 6 | 9 | * | Madras and Southern Maharatta. |
| 13,3 | 13,8 | 66,7 | 3 | 1,0 | 3,4 | .. | 1,8 | 26,1 | Nizam's State. |
| 139,7 | 174,3 | * | 15,9 | 22,2 | * | 10,3 | 10,3 | * | Rohilkund and Kumaon. |
| 843,8 | 1,070,3 | | 212,7 | 301,3 | | 74,3 | 135,1 | | South Indian. |
| | | | | | | | | | Total. |
| 15,4 | 17,3 | * | 9 | 1,4 | * | .. | 8 | * | 2' 6" AND 2' 0" GAUGES. |
| 15,4 | 17,2 | * | 19,6 | 20,4 | * | .. | .. | .. | Bengal Nagpur. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | Bombay, Baroda and Central India. |
| 10,4 | 10,7 | * | 26,3 | 26,5 | * | .. | .. | .. | Eastern Bengal. |
| 3,7 | 4,5 | * | Nil | Nil | * | 1 | 3 | * | Great Indian Peninsula. |
| 2,4 | 3,1 | * | Nil | Nil | Nil | Nil | 1 | Nil | North Western. |
| | | | | | | | | | South Indian. |
| 47,3 | 52,8 | | 46,8 | 48,3 | | 1 | 1,2 | | Total. |
| 2,122,6 | 3,084,4 | 2,77,46,3 | 950,6 | 1,371,8 | 3,55,67,9 | 199,3 | 323,5 | 80,42,1 | Total, 1935-36. |
| 2,271,4 | 3,357,5 | 2,98,47,9 | 875,7 | 1,293,4 | 3,21,21,0 | 183,7 | 281,7 | 68,36,2 | Total, 1934-35. |
| .. | .. | .. | 74,9 | 8,4 | 34,46,9 | 15,6 | 41,8 | 12,05,9 | Increase. |
| 148,8 | 273,1 | 21,01,6 | .. | .. | .. | .. | .. | .. | Decrease. |

5' 6" gauge.

gauge or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

| Railway. | II.—Heavy Merchandise— <i>contd.</i> | | | | | | | | |
|----------------------------------|--|-------------|-----------|--|-------------|-----------|--|-------------|------------|
| | (15) Kerosine oil (in bulk). | | | (16) Molasses (in bulk). | | | (17) Total heavy merchandise. (Items 1 to 16). | | |
| | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. |
| | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 |
| 5' 3" GAUGE. | | | | | | | | | |
| | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. |
| Bengal Nagpur | 27,6 | 30,8 | 6,48,8 | .. | .. | .. | 4,221,1 | 4,001,2 | 2,28,71,7 |
| Bombay, Baroda and Central India | 10,6 | 10,6 | 2,58,0 | 2 | 4 | 52,3 | 909,4 | 1,025,4 | 2,84,14,7 |
| Eastern Bengal | 92,9 | 93,3 | 6,23,3 | 2,6 | 4,8 | 23,7 | 442,0 | 652,4 | 63,43,0 |
| East Indian | 3 | 52,3 | 11,91,1 | 26,7 | 27,1 | 2,46,6 | 2,077,4 | 3,223,4 | 2,37,75,9 |
| Great Indian Peninsula | 35,1 | 35,3 | 8,36,7 | 2,3 | 2,3 | 16,8 | 1,799,3 | 2,897,2 | 3,63,82,7 |
| Madras and Southern Mahratta . | 34,2 | 34,2 | 7,29,8 | .. | .. | .. | 675,5 | 1,107,0 | 1,95,43,1 |
| Nizam's State | Nil | 4,0 | 74,2 | Nil | 1 | 15,5 | 303,0 | 573,3 | 64,62,0 |
| North Western | 24,3 | 24,4 | 9,42,7 | 4,9 | 5,0 | 28,8 | 3,651,6 | 4,221,2 | 4,79,03,7 |
| South Indian | 9,1 | 10,8 | 4,41,3 | Nil | Nil | Nil | 383,9 | 611,3 | 1,11,76,7 |
| Total | 234,1 | 295,7 | | 36,7 | 39,7 | | 14,553,2 | 19,512,4 | |
| 3' 3½" GAUGE. | | | | | | | | | |
| Assam Bengal | 36,6 | 37,7 | 4,30,5 | .. | .. | .. | 346,4 | 388,6 | 26,48,6 |
| Bengal and North Western . . . | 12,8 | 62,6 | 6,68,6 | 54,8 | 56,1 | 2,57,4 | 1,118,0 | 1,552,6 | 1,02,03,1 |
| Bombay, Baroda and Central India | .. | 4,3 | * | 1,1 | 5,8 | * | 785,1 | 1,624,4 | * |
| Burma | 1,2 | 1,2 | 17,4 | Nil | Nil | Nil | 1,902,8 | 1,902,8 | 1,25,03,7 |
| Eastern Bengal | .. | 31,8 | * | 1 | 1 | * | 317,5 | 592,2 | * |
| Jodhpur | Nil | 1,1 | 29,1 | Nil | Nil | Nil | 366,2 | 512,2 | 33,37,1 |
| Madras and Southern Mahratta . . | 20,0 | 20,6 | * | .. | .. | .. | 776,5 | 1,160,6 | * |
| Nizam's State | 9 | 2,5 | * | 1,5 | 1,6 | * | 216,2 | 337,6 | * |
| Rohilkund and Kumaon | .. | 3 | 6 | .. | .. | .. | 296,4 | 341,0 | 15,91,9 |
| South Indian | 27,0 | 27,0 | * | Nil | Nil | Nil | 1,081,6 | 1,197,9 | * |
| Total | 98,5 | 189,1 | | 57,5 | 63,6 | | 7,206,7 | 9,609,9 | |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | |
| Bengal Nagpur | .. | | * | .. | .. | .. | 314,9 | 374,8 | * |
| Bombay, Baroda and Central India | .. | .. | .. | .. | .. | .. | 123,1 | 149,1 | * |
| Eastern Bengal | .. | .. | .. | .. | .. | .. | .. | 1 | * |
| Great Indian Peninsula | .. | .. | .. | .. | .. | .. | 45,0 | 75,4 | * |
| North Western | Nil | 1 | * | Nil | Nil | Nil | 97,2 | 137,5 | * |
| South Indian | Nil | 3 | * | Nil | Nil | Nil | 7,9 | 18,7 | * |
| Total | .. | 4,5 | | .. | .. | | 588,1 | 755,6 | |
| Total, 1935-36 | 332,6 | 480,3 | 68,92,1 | 94,2 | 103,3 | 6,47,1 | 22,348,0 | 29,877,9 | 23,32,17,9 |
| Total, 1934-35 | 319,9 | 454,6 | 62,27,4 | 61,4 | 71,4 | 4,67,2 | 21,746,1 | 29,357,0 | 23,18,16,3 |
| Increase | 12,7 | 34,7 | 6,64,7 | 32,8 | 31,9 | 1,79,9 | 601,9 | 520,9 | 14,01,6 |
| Decrease | .. | .. | .. | .. | .. | .. | .. | .. | .. |

*Shown under

† In these totals consignments passing over two or more

†Not recorded

Railways and the earnings therefrom for the year 1935-36. (In hundreds)—contd.

III. Light Merchandise.

| (1) Cotton, raw unpressed. | | | (2) Cotton, manufactured. | | | (3) Fodder. | | | Railway. |
|--|-------------|-----------|--|-------------|-----------|--|-------------|-----------|-----------------------------------|
| Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | |
| 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 |
| Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | 5' 6" GAUGE. |
| 3 | 6 | 10,2 | 17,8 | 84,5 | 17,29,6 | 56,9 | 69,2 | 3,30,7 | Bengal Nagpur. |
| 4,1 | 5,1 | 1,55,1 | 104,1 | 114,1 | 73,16,2 | 131,6 | 142,1 | 9,61,5 | Bombay, Baroda and Central India. |
| 6 | 2,2 | 26,7 | 26,0 | 27,8 | 6,76,4 | 27,7 | 35,8 | 1,67,9 | Eastern Bengal. |
| 6,7 | 7,5 | 89,6 | 80,8 | 108,4 | 23,09,8 | 134,9 | 164,1 | 6,64,8 | East Indian. |
| 3,7 | 5,1 | 54,8 | 133,4 | 195,9 | 48,59,9 | 136,2 | 160,4 | 9,96,4 | Great Indian Peninsula. |
| 2,1 | 3,3 | 1,94,6 | 27,0 | 63,5 | 16,71,7 | 17,1 | 41,0 | 4,59,9 | Madras and Southern Mahratta. |
| 1,7 | 2,1 | 47,8 | 2,7 | 16,8 | 4,25,5 | 11,5 | 15,1 | 1,19,2 | Nizam's State. |
| 93,9 | 95,2 | 8,13,5 | 69,3 | 118,5 | 33,38,6 | 105,3 | 152,8 | 7,33,1 | North Western. |
| 8,7 | 12,3 | 2,39,0 | 26,8 | 34,6 | 10,42,6 | 11,9 | 13,6 | 2,09,1 | South Indian. |
| 121,8 | 133,4 | | 487,9 | 764,1 | | 633,1 | 794,1 | | Total. |
| | | | | | | | | | 3' 3½" GAUGE. |
| 6,3 | 6,3 | 96,2 | 2,3 | 9,6 | 1,04,6 | 10,6 | 11,3 | 37,4 | Assam Bengal. |
| † | † | † | 27,4 | 58,8 | 10,07,6 | 30,9 | 31,6 | 1,42,9 | Bengal and North Western. |
| 9,5 | 11,4 | * | 76,2 | 121,0 | * | 14,7 | 23,9 | * | Bombay, Baroda and Central India. |
| 12,6 | 12,6 | 77,2 | 17,0 | 17,0 | 4,27,9 | 98,5 | 98,5 | 5,26,7 | Burma. |
| 7 | 1,0 | * | 1,3 | 18,3 | * | 13,9 | 19,8 | * | Eastern Bengal. |
| 34,6 | 35,4 | 2,12,2 | 1,3 | 12,6 | 1,81,5 | 4,4 | 11,4 | 58,9 | Jodhpur. |
| 11,6 | 13,5 | * | 18,0 | 37,2 | * | 48,1 | 65,3 | * | Madras and Southern Mahratta. |
| 1,1 | 1,1 | * | 3,4 | 8,3 | * | 6,5 | 6,8 | * | Nizam's State. |
| 2 | 7 | 5,0 | 2,6 | 11,7 | 97,1 | 3,8 | 4,0 | 16,5 | Rohilkund and Kumaon. |
| 13,6 | 14,1 | * | 38,1 | 45,2 | * | 20,7 | 23,1 | * | South Indian. |
| 90,2 | 96,1 | | 187,6 | 339,7 | | 252,1 | 295,7 | | Total. |
| | | | | | | | | | 2' 6" AND 2' 0" GAUGES. |
| 1 | 1 | * | 2,3 | 6,9 | * | 3,8 | 4,8 | * | Bengal Nagpur. |
| 5 | 6 | * | 1 | 9 | * | 8 | 1,0 | * | Bombay, Baroda and Central India. |
| .. | .. | .. | .. | 1 | * | .. | .. | .. | Eastern Bengal. |
| 1 | 1 | * | 8 | 2,5 | * | 1,5 | 3,9 | * | Great Indian Peninsula. |
| Nil | 1 | * | 1 | 3,6 | * | 2,6 | 5,5 | * | North Western. |
| Nil | Nil | Nil | Nil | 2 | * | 6 | 6 | * | South Indian. |
| 7 | 9 | | 3,3 | 14,2 | | 9,3 | 15,8 | | Total. |
| 212,7 | 230,4 | 20,22,8 | 678,8 | 1,118,0 | 2,51,89,0 | 894,5 | 1,105,6 | 54,25,0 | Total, 1935-36. |
| 208,3 | 231,4 | 21,13,6 | 670,1 | 1,092,4 | 2,45,07,1 | 947,3 | 1,181,7 | 55,64,4 | Total, 1934-35. |
| 4,4 | .. | .. | 8,7 | 25,6 | 6,81,9 | .. | .. | .. | Increase. |
| .. | 1,0 | 90,8 | .. | .. | .. | 52,8 | 76,1 | 1,39,4 | Decrease. |

5' 6" gauge.
gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

| Railway. | III. Light | | | | | | | | |
|--|--|-------------|-----------|--|-------------|-----------|--|-------------|-----------|
| | (4) Fruits and vegetables, fresh. | | | (5) Gur, Jagree, Molasses, etc. (Not in bulk). | | | (6) Jute, raw. | | |
| | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. |
| | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 |
| 84 | | | | | | | | | |
| 5' 6" GAUGE. | Tons | Tons. | Rs. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. |
| Bengal Nagpur | 18,4 | 43,9 | 6,53,5 | 3,7 | 23,9 | 3,28,5 | 7,6 | 20,4 | 1,90,3 |
| Bombay, Baroda and Central India | 29,6 | 48,4 | 11,04,7 | 5,7 | 55,8 | 26,07,6 | .. | .. | .. |
| Eastern Bengal | 95,5 | 117,3 | 7,63,3 | 12,4 | 17,7 | 3,50,0 | 287,2 | 612,9 | 63,82,4 |
| East Indian | 941,3 | 999,6 | 22,62,2 | 184,0 | 207,5 | 15,19,2 | 20,0 | 43,8 | 2,95,4 |
| Great Indian Peninsula | 86,7 | 123,4 | 13,00,1 | 25,5 | 123,0 | 14,49,1 | .. | .. | .. |
| Madras and Southern Mahratta | 65,0 | 101,7 | 12,63,5 | 30,1 | 43,8 | 9,38,4 | .. | .. | .. |
| Nizam's State | 1,7 | 11,7 | 2,16,8 | 7 | 4,4 | 1,32,3 | Nil | 1 | 1,1 |
| North Western | 239,3 | 392,0 | 22,74,6 | 179,8 | 256,0 | 26,55,5 | 1 | 3 | 3,9 |
| South Indian | 54,3 | 62,0 | 10,73,8 | 10,7 | 13,0 | 3,38,0 | .. | .. | 4 |
| Total | 1,531,8 | 1,900,0 | | 452,6 | 745,1 | | 314,9 | 6,77,5 | |
| 3' 3½" GAUGE. | | | | | | | | | |
| Assam Bengal | 22,3 | 28,0 | 1,74,1 | 5,4 | 13,3 | 68,2 | 156,8 | 160,2 | 6,79,4 |
| Bengal and North Western | 1,722,5 | 1,769,5 | 19,67,6 | 84,8 | 93,1 | 5,97,3 | † | † | † |
| Bombay, Baroda and Central India | 85,0 | 109,3 | * | 3,6 | 178,8 | * | .. | .. | .. |
| Burma | 231,1 | 231,1 | 13,60,6 | 26,5 | 26,5 | 3,17,3 | Nil | Nil | Nil |
| Eastern Bengal | 71,7 | 108,9 | * | 5,1 | 39,0 | * | 378,7 | 400,8 | * |
| Jodhpur | 2,3 | 9,6 | 55,1 | 5 | 18,7 | 1,73,6 | .. | .. | 2 |
| Madras and Southern Mahratta | 37,2 | 43,9 | * | 65,0 | 72,8 | * | .. | .. | .. |
| Nizam's State | 3,6 | 6,4 | * | 8,6 | 11,5 | * | Nil | Nil | Nil |
| Rohilkund and Kumaon | 452,3 | 501,5 | 4,40,2 | 102,3 | 102,3 | 6,35,0 | †† | †† | †† |
| South Indian | 110,5 | 132,5 | * | 23,0 | 26,9 | * | Nil | Nil | Nil |
| Total | 2,738,5 | 2,940,7 | | 324,8 | 582,9 | | 535,5 | 561,0 | |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | |
| Bengal Nagpur | 8 | 2,3 | * | 5 | 3,6 | * | .. | .. | .. |
| Bombay, Baroda and Central India | 1,4 | 2,6 | * | 2 | 2,6 | * | .. | .. | .. |
| Eastern Bengal | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Great Indian Peninsula | 2 | 3 | * | 9,5 | 12,5 | * | .. | .. | .. |
| North Western | 15,7 | 17,3 | * | 1,2 | 4,7 | * | Nil | Nil | Nil |
| South Indian | 7 | 1,0 | * | 2 | 2 | * | Nil | Nil | Nil |
| Total | 18,8 | 23,5 | | 11,6 | 23,6 | | .. | .. | |
| Total, 1935-36 | 4,289,1 | 4,804,2 | 1,49,10,1 | 789,0 | 1,351,6 | 1,21,10,0 | 850,4 | 1,238,5 | 95,53,1 |
| Total 1934-35 | 3,746,6 | 4,288,6 | 1,36,08,2 | 772,7 | 1,304,3 | 1,16,16,8 | 995,3 | 1,463,2 | 1,24,44,9 |
| Increase | 542,5 | 575,6 | 13,01,9 | 16,3 | 47,3 | 4,93,2 | .. | .. | .. |
| Decrease | .. | .. | .. | .. | .. | .. | 144,9 | 244,7 | 28,01,8 |

* Shown under

† Not recorded

†† In these totals consignments passing over two or more

†† Not compiled.

Railways and the earnings therefrom for the year 1935-36. (In hundreds)—contd.

Merchandise—contd.

| (7) Iron and Steel, wrought. | | | (8) Kerosene oil in tins. | | | Railway. |
|---|-----------------------|---------------------|---|-----------------------|--------------------------|-----------------------------------|
| Originat- ing on Home line whether local or Foreign. 94 | † Total. 95 | Earnings. 96 | Originat- ing on Home line whether local or Foreign. 97 | † Total. 98 | Earn- ings. 99 | |
| Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | |
| | | | | | | 100 |
| | | | | | | 5' 6" GAUGE. |
| 640.4 | 666.9 | 37,24.5 | 6.2 | 18.1 | 3,29.5 | Bengal-Nagpur. |
| 61.7 | 92.9 | 26,61.3 | 40.5 | 40.6 | 8,63.8 | Bombay, Baroda and Central India. |
| 37.1 | 111.7 | 8,77.1 | 63.7 | 65.1 | 7,00.0 | Eastern Bengal. |
| 220.1 | 461.3 | 60,83.8 | 8.5 | 53.4 | 9,52.8 | East Indian. |
| 120.4 | 271.6 | 35,50.2 | 54.2 | 54.8 | 12,19.9 | Great Indian Peninsula. |
| 49.7 | 119.5 | 17,51.0 | 33.2 | 33.3 | 6,57.6 | Madras and Southern Mahratta. |
| 3.6 | 25.5 | 3,86.9 | 4 | 5.0 | 1,14.9 | Nizam's State. |
| 134.1 | 208.1 | 44,40.1 | 40.6 | 40.7 | 10,41.6 | North Western. |
| 9.7 | 28.7 | 7,27.4 | 21.3 | 23.2 | 4,27.6 | South Indian. |
| 1,276.8 | 1,986.2 | | 268.6 | 334.2 | | Total. |
| | | | | | | 3' 3½" GAUGE |
| 19.3 | 29.1 | 3,32.1 | 80.3 | 83.8 | 10,94.1 | Assam Bengal. |
| 25.5 | 58.7 | 5,54.3 | 1.8 | 11.7 | 1,03.5 | Bengal and North Western. |
| 16.0 | 84.4 | * | 1.5 | 16.5 | * | Bombay, Baroda and Central India. |
| 26.5 | 26.5 | 3,38.5 | 25.1 | 25.1 | 3,26.9 | Burma. |
| 4.8 | 34.0 | * | 5.5 | 43.2 | * | Eastern Bengal. |
| 2.2 | 18.3 | 2,34.5 | 2 | 7.3 | 1,61.1 | Jodhpur. |
| 18.5 | 61.3 | * | 20.0 | 27.5 | * | Madras and Southern Mahratta. |
| 3.2 | 14.5 | * | 7 | 5.0 | * | Nizam's State. |
| 3.3 | 11.1 | 66.7 | 2.6 | 5.9 | 32.1 | Rohilkund and Kumaon. |
| 30.2 | 44.5 | * | 17.3 | 20.8 | * | South Indian. |
| 149.5 | 382.4 | | 155.0 | 246.8 | | Total. |
| | | | | | | 2' 6" AND 2' 0" GAUGES. |
| 1.8 | 7.0 | * | 9 | 3.8 | * | Pengal-Nagpur. |
| 1.1 | 3.5 | * | 2 | 2.7 | * | Bombay, Baroda and Central India. |
| .. | 1 | * | .. | .. | .. | Eastern Bengal. |
| 9 | 3.8 | * | 2.6 | 4.9 | * | Great Indian Peninsula. |
| 6 | 4.3 | * | 1 | 2.2 | * | North Western. |
| 3 | 6 | * | 1 | 1.1 | * | South Indian. |
| 4.7 | 19.3 | | 3.9 | 14.7 | | Total. |
| 1,431.0 | 2,387.9 | 2,57,28.4 | 427.5 | 595.7 | 80,25.4 | Total, 1935-36 |
| 1,341.0 | 2,266.3 | 2,34,18.8 | 496.6 | 687.3 | 90,20.2 | Total, 1934-35. |
| 90.0 | 121.6 | 23,09.6 | .. | .. | .. | Increase. |
| .. | .. | .. | 69.1 | 91.6 | 9,94.8 | Decrease. |

5' 6" gauge.

gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

| Railway. | III.—Light | | | | | |
|--|--|-------------|-----------|--|-------------|-----------|
| | (9) Petrol in tins. | | | (10) Tobacco. | | |
| | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. |
| | 102 | 103 | 104 | 105 | 106 | 107 |
| 101 | | | | | | |
| 5' 6" GAUGE. | | | | | | |
| | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. |
| Bengal-Nagpur | 2,6 | 2,7 | 41,4 | 12,6 | 35,4 | 7,53,4 |
| Bombay, Baroda and Central India | 3,9 | 3,9 | 1,20,3 | 42,5 | 46,9 | 12,38,0 |
| Eastern Bengal | 1,2 | 1,4 | 31,9 | 12,6 | 25,4 | 6,83,7 |
| East Indian | 3,7 | 4,6 | 47,4 | 23,4 | 47,6 | 8,88,3 |
| Great Indian Peninsula | 4,7 | 5,4 | 1,25,7 | 9,3 | 42,7 | 9,35,8 |
| Madras and Southern Mahratta | 4,1 | 4,3 | 1,07,5 | 36,4 | 54,2 | 12,01,4 |
| Nizam's State | 5 | 8 | 25,6 | 1,6 | 7,5 | 2,18,6 |
| North Western | 5,1 | 5,2 | 2,12,8 | 27,2 | 38,1 | 7,85,6 |
| South Indian | 4,5 | 5,6 | 2,04,1 | 15,1 | 17,9 | 4,08,5 |
| Total | 30,3 | 33,9 | | 180,7 | 315,7 | |
| 3'3½" GAUGE. | | | | | | |
| Assam Bengal | 2,9 | 2,9 | 39,2 | 2,0 | 9,0 | 1,26,7 |
| Bengal and North Western | 7 | 7 | 8,1 | 32,9 | 36,1 | 5,26,7 |
| Bombay, Baroda and Central India | 3,9 | 4,9 | * | 8,9 | 27,3 | * |
| Burma | 5,3 | 5,3 | 1,24,2 | 14,3 | 14,3 | 1,80,2 |
| Eastern Bengal | 7 | 1,2 | * | 20,3 | 33,8 | * |
| Jodhpur | 4 | 1,1 | 36,3 | 6 | 4,9 | 85,7 |
| Madras and Southern Mahratta | 3,1 | 3,6 | * | 21,6 | 27,3 | * |
| Nizam's State | 2 | 6 | * | 2,4 | 4,0 | * |
| Rohilkund and Kumaon | 5 | 5 | 3,1 | 2,6 | 4,0 | 37,1 |
| South Indian | 4,7 | 5,0 | * | 9,6 | 14,0 | * |
| Total | 22,4 | 25,8 | | 115,2 | 174,7 | |
| 2' 6" AND 2' 0" GAUGES. | | | | | | |
| Bengal-Nagpur | 5 | 7 | * | 1,6 | 5,4 | * |
| Bombay, Baroda and Central India | .. | 2 | * | 3 | 6 | * |
| Eastern Bengal | .. | .. | .. | .. | 3 | * |
| Great Indian Peninsula | 1 | 2 | * | .. | 7 | * |
| North Western | 6 | 1,4 | * | 4 | 1,5 | * |
| South Indian | Nil | 1 | * | Nil | 7 | * |
| Total | 1,2 | 2,6 | | 2,3 | 9,2 | |
| Total, 1935-36 | 53,9 | 92,3 | 11,36,6 | 268,2 | 499,6 | 80,79,7 |
| Total, 1934-35 | 60,5 | 91,5 | 20,31,5 | 302,4 | 512,7 | 81,75,6 |
| Increase | .. | .. | .. | .. | .. | .. |
| Decrease | 6,6 | 29,2 | 8,94,9 | 4,2 | 13,1 | 95,9 |

* Shown under
† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1935-36. (In hundreds)—contd.

Merchandise—contd.

| (11) Provisions. | | | (12) Manures (all kinds). | | | (13) Total light merchandise. (Items 1 to 12.) | | | Railway. |
|--|-------------|-----------|--|-------------|-----------|--|-------------|------------|--------------------------------------|
| Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | |
| 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 117 |
| Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | 5' 6" GAUGE. |
| 76,1 | 134.6 | 22,01.6 | 25,1 | 26,2 | 89,1 | 867,7 | 1,126,4 | 1,03,82,3 | Bengal-Nagpur. |
| 79,6 | 120,9 | 31,20,5 | 35,8 | 44,5 | 2,32,2 | 539,1 | 715,2 | 2,03,90,2 | Bombay, Baroda and Central India. |
| 38,2 | 93,3 | 23,53,6 | 6,1 | 8,5 | 58,4 | 608,3 | 1,119,1 | 1,50,71,4 | Eastern Bengal. |
| 88,5 | 152,0 | 34,69,9 | 29,0 | 31,4 | 2,03,2 | 1,740,9 | 2,281,2 | 1,87,86,4 | East Indian. |
| 123,2 | 213,7 | 40,18,4 | 12,3 | 30,6 | 1,19,4 | 709,6 | 1,226,6 | 1,86,29,7 | Great Indian Peninsula. |
| 67,2 | 138,6 | 28,79,2 | 15,8 | 18,2 | 74,1 | 347,7 | 621,4 | 1,11,98,9 | Madras and Southern Mahratta. |
| 13,2 | 34,0 | 6,24,0 | 12,8 | 16,3 | 1,43,2 | 50,4 | 139,3 | 24,55,9 | Nizam's State. |
| 9,5 | 122,9 | 31,43,6 | 3,3 | 3,9 | 15,5 | 992,5 | 1,433,7 | 1,94,58,4 | North Western. |
| 90,7 | 125,5 | 27,87,2 | 12,6 | 23,5 | 2,61,8 | 266,3 | 359,9 | 77,00,4 | South Indian. |
| 671,2 | 1,135,5 | | 152,8 | 203,1 | | 6,122,5 | 9,022,8 | | Total. |
| | | | | | | | | | 3' 3½" GAUGE. |
| 88,4 | 106,1 | 18,82,2 | 7,4 | 11,9 | 1,24,5 | 404,0 | 471,5 | 47,58,7 | Assam Bengal. |
| 63,0 | 81,2 | 9,63,6 | 6,7 | 8,9 | 50,2 | 1,990,2 | 2,150,3 | 59,21,8 | Bengal and North Western. |
| 34,6 | 88,9 | * | 5,6 | 8,8 | * | 259,5 | 675,2 | * | Bombay, Baroda and Central India. |
| 85,2 | 85,2 | 10,45,8 | 2,9 | 2,9 | 10,3 | 545,0 | 545,0 | 65,45,6 | Burma. |
| 35,1 | 98,3 | * | 2 | 7,1 | * | 538,0 | 805,4 | * | Eastern Bengal. |
| 4,3 | 16,6 | 1,93,3 | 2 | 2 | 4 | 51,0 | 136,1 | 13,92,8 | Jodhpur. |
| 70,9 | 113,6 | * | 2,4 | 4,4 | * | 316,4 | 470,4 | * | Madras and Southern Mahratta. |
| 10,6 | 20,5 | * | 8,9 | 9,0 | * | 49,2 | 87,7 | * | Nizam's State. |
| 5,5 | 9,6 | 71,8 | 6 | 8 | 3,3 | 576,3 | 652,1 | 14,07,9 | Rohilkund and Kumaon. |
| 92,1 | 128,5 | * | 24,8 | 43,1 | * | 384,6 | 497,7 | * | South Indian. |
| 489,7 | 748,5 | | 59,7 | 97,1 | | 5,120,2 | 6,491,4 | | Total. |
| | | | | | | | | | 2' 6" AND 2' 0" GAUGES. |
| 7,3 | 16,5 | * | 6 | 8 | * | 20,2 | 51,9 | * | Bengal-Nagpur. |
| 4,1 | 6,6 | * | 5,4 | 5,4 | * | 14,1 | 26,7 | * | Bombay, Baroda and Central India. |
| 2,4 | 2,5 | * | .. | .. | * | 2,4 | 3,0 | * | Eastern Bengal. |
| 4 | 4,2 | * | .. | 5,5 | * | 16,1 | 38,6 | * | Great Indian Peninsula. |
| 3,9 | 6,5 | * | 1 | 2 | * | 25,3 | 47,3 | * | North Western. |
| 6,4 | 7,4 | * | 8 | 8 | * | 9,1 | 12,7 | * | South Indian. |
| 24,5 | 43,7 | | 6,9 | 12,7 | | 87,2 | 180,2 | | Total. |
| 1,185,4 | 1,927,7 | 2,96,34,7 | 219,4 | 312,9 | 13,85,6 | 11,329,9 | 15,691,4 | 14,32,00,4 | Total, 1935-36. |
| 1,195,0 | 1,937,6 | 3,93,77,8 | 187,0 | 280,6 | 12,52,8 | 10,922,8 | 15,563,6 | 14,46,31,5 | Total, 1934-35. |
| .. | .. | .. | 32,4 | 26,3 | 1,32,8 | 407,1 | 330,8 | | Increase. |
| 9,6 | 9,0 | 7,43,1 | .. | .. | .. | .. | .. | 9,31,3 | Decrease. |

6" gauge.

Pages or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

| Railway. | IV.—Other Commodities. | | | V.—Total (General Merchandise) (Heads II, III and IV.) | | | VI.—Military Traffic | | |
|--------------------------------------|---|-----------------|-------------------|---|-----------------|-------------------|---|--------------|----------------|
| | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. |
| 118 | 119 | 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 |
| 5' 6" GAUGE. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. |
| Bengal-Nagpur | 1,428.7 | 1,657.1 | 99,25.4 | 6,517.5 | 7,381.7 | 4,31,79.4 | 9 | 2.8 | 38.6 |
| Bombay, Baroda and Central India. | 743.9 | 972.0 | 1,37,19.6 | 2,282.1 | 3,312.6 | 6,25,24.5 | 1.2 | 1.6 | 72.9 |
| Eastern Bengal | 256.3 | 428.6 | 28,77.1 | 1,306.6 | 2,200.1 | 2,42,91.5 | 6.7 | 8.0 | 33.9 |
| East Indian | 1,990.4 | 2,566.8 | 2,02,18.3 | 5,808.7 | 8,071.4 | 6,27,80.6 | 36.3 | 60.3 | 4,67.6 |
| Great Indian Peninsula . . | 1,720.0 | 2,005.0 | 1,70,61.7 | 4,228.9 | 6,128.8 | 7,20,74.1 | 36.4 | 58.2 | 7,11.6 |
| Madras and Southern Mahratta | 309.5 | 574.0 | 78,93.8 | 1,332.7 | 2,302.4 | 3,86,35.8 | 1.7 | 5.4 | 69.1 |
| Nizam's State | 49.7 | 123.6 | 17,63.5 | 403.1 | 836.2 | 1,06,81.4 | 1.3 | 11.5 | 70.9 |
| North Western | 1,193.1 | 1,446.7 | 2,07,88.8 | 5,837.2 | 7,101.6 | 8,81,50.9 | 158.5 | 194.0 | 11,76.1 |
| South Indian | 240.7 | 291.0 | 54,76.5 | 890.9 | 1,262.2 | 2,43,53.6 | 5 | 1.9 | 30.7 |
| Total | 7,932.3 | 10,064.8 | | 28,608.0 | 38,600.0 | | 243.5 | 343.7 | |
| 3' 3½" GAUGE. | | | | | | | | | |
| Assam Bengal | 70.2 | 109.7 | 10,60.3 | 820.6 | 969.8 | 84,67.6 | 4 | 2.1 | 6.3 |
| Bengal and North Western . | 250.3 | 454.2 | 30,15.7 | 3,364.5 | 4,157.1 | 1,92,00.6 | 4.7 | 4.7 | 23.0 |
| Bombay, Baroda and Central India. | 159.2 | 453.2 | * | 1,203.8 | 2,752.8 | * | 1.8 | 5.9 | * |
| Burma | 386.2 | 386.2 | 43,26.7 | 2,834.0 | 2,834.0 | 2,24,76.0 | 11.2 | 11.2 | 46.3 |
| Eastern Bengal | 56.7 | 139.6 | * | 912.2 | 1,537.2 | * | 2 | 2.5 | * |
| Jodhpur | 65.3 | 115.2 | 9,17.9 | 482.5 | 763.5 | 56,47.8 | Nil | 4 | 6.8 |
| Madras and Southern Mahratta | 222.7 | 341.5 | * | 1,315.6 | 1,972.5 | * | 2.4 | 4.6 | * |
| Nizam's State | 31.7 | 53.4 | * | 297.1 | 478.7 | * | 2.0 | 3.3 | |
| Rohilkund and Kumaon . . | 59.0 | 97.8 | 4,84.1 | 931.7 | 1,090.9 | 34,83.9 | 4.0 | 4.9 | 20.8 |
| South Indian | 184.0 | 252.9 | * | 1,650.2 | 1,948.5 | * | 2 | 1.6 | * |
| Total | 1,485.3 | 2,103.7 | | 13,812.2 | 18,505.0 | | 26.9 | 41.2 | |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | |
| Bengal-Nagpur | 69.1 | 86.6 | * | 404.2 | 513.3 | * | .. | 1 | * |
| Bombay, Baroda and Central India. | 15.8 | 23.8 | * | 153.0 | 199.6 | * | .. | .. | .. |
| Eastern Bengal | 1 | 2 | * | 2.5 | 3.3 | * | .. | .. | .. |
| Great Indian Peninsula . . | 2.2 | 9.2 | * | 63.3 | 123.2 | * | .. | . | .. |
| North Western | 43.9 | 85.4 | * | 166.4 | 270.2 | * | 4.9 | 18.0 | * |
| South Indian | 2.4 | 4.3 | * | 19.1 | 35.7 | * | Nil | Nil | Nil |
| Total | 133.5 | 209.5 | | 808.8 | 1,145.3 | | 4.9 | 18.1 | |
| Total, 1935-36 | 9,551.1 | 12,678.0 | 10,95,29.4 | 43,229.0 | 58,250.3 | 48,59,47.7 | 275.3 | 403.0 | 27,74.6 |
| Total, 1934-35 | 8,910.1 | 12,058.2 | 10,40,86.9 | 41,579.0 | 56,778.8 | 48,00,34.9 | 314.5 | 444.6 | 27,04.1 |
| Increase | 641.0 | 619.8 | 54,42.5 | 1,650.0 | 1,471.5 | 59,12.8 | .. | .. | 70.5 |
| Decrease | .. | .. | .. | .. | .. | .. | 39.2 | 41.6 | .. |

* Shown under

† Includes 2.8 tons and Rs. 10.8 earnings for oil fuel

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1935-36. (In hundreds)—contd.

| VII.—Live Stock. | | | VIII.—Railway Materials. | | | IX.—Materials and Stores on Revenue Account. | | | Railway |
|--|-------------|-----------|--|-------------|-----------|--|-------------|-----------|-----------------------------------|
| Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | (1) Fuel. | | | |
| | | | | | | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | |
| 128 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 |
| Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | 5' 6" GAUGE. |
| 4,2 | 4,8 | 56,3 | 209,0 | 229,0 | 11,25,7 | 874,9 | 877,8 | 21,81,8 | Bengal-Nagpur. |
| 20,9 | 44,9 | 20,57,1 | 77,0 | 81,1 | 2,09,7 | 15,5 | 242,1 | 10,05,2 | Bombay, Baroda and Central India. |
| 2,3 | 2,4 | 80,3 | 205,8 | 213,6 | 4,49,1 | 3,1 | 271,6 | 7,50,2 | Eastern Bengal. |
| 21,6 | 35,9 | 14,30,3 | 1,435,0 | 1,456,2 | 19,09,7 | †1,499,4 | †1,499,4 | †49,72,7 | East Indian. |
| 17,8 | 19,3 | 3,85,4 | 261,8 | 281,4 | 3,35,6 | 553,4 | 809,6 | 28,04,6 | Great Indian Peninsula. |
| 7,0 | 7,4 | 2,05,0 | 47,9 | 102,4 | 3,45,8 | 6 | 352,5 | 16,84,6 | Madras and Southern Mahratta. |
| 1 | 2 | 16,3 | 55,1 | 65,1 | 90,0 | 186,1 | 186,1 | 2,99,7 | Nizam's State. |
| 26,9 | 27,1 | 4,12,4 | 1,929,3 | 1,930,0 | 10,01,0 | 34,3 | 1,040,8 | 40,28,6 | North Western. |
| 1,3 | 2,1 | 79,8 | 185,5 | 186,4 | 90,1 | 2,2 | 135,6 | 7,30,9 | South Indian. |
| 111,1 | 144,1 | | 4,406,4 | 4,545,2 | | 3,169,5 | 5,415,5 | | Total. |
| | | | | | | | | | 3' 3½" GAUGE. |
| 1,3 | 1,4 | 32,6 | 165,1 | 169,1 | 1,30,9 | 10,2 | 90,6 | 1,55,5 | Assam Bengal. |
| 5,3 | 7,8 | 1,04,1 | 25,8 | 38,0 | 1,37,5 | 44,2 | 265,7 | 5,64,0 | Bengal and North Western. |
| 22,2 | 28,3 | * | 25,5 | 40,6 | * | 10,7 | 218,3 | * | Bombay, Baroda and Central India. |
| 8,4 | 8,4 | 3,01,3 | 42,6 | 42,6 | 27,6 | 208,6 | 208,6 | 5,61,7 | Burma. |
| 5 | 2,7 | * | 59,3 | 74,4 | * | 6,3 | 115,0 | * | Eastern Bengal. |
| 1,0 | 1,1 | 18,1 | 316,1 | 331,0 | 1,81,4 | 4,2 | 60,4 | 1,52,8 | Jodhpur. |
| 4,1 | 4,5 | * | 18,6 | 33,4 | * | 118,6 | 123,3 | * | Madras and Southern Mahratta. |
| 5 | 5 | * | 9,7 | 10,9 | * | 2 | 32,7 | * | Nizam's State. |
| 3 | 5 | 5,0 | 60,8 | 62,3 | 83,5 | 45,2 | 45,2 | 15,0 | Rohilkund and Kumaon. |
| 1,7 | 1,8 | * | 220,0 | 223,5 | * | 14,5 | 162,5 | * | South Indian. |
| 45,3 | 57,0 | | 943,5 | 1,025,8 | | 462,7 | 1,322,3 | | Total. |
| | | | | | | | | | 2' 6" AND 2' 0" GAUGES. |
| .. | .. | .. | 25,1 | 25,2 | * | 44,8 | 47,2 | * | Bengal-Nagpur. |
| .. | .. | .. | 6,9 | 7,4 | * | 5 | 1,0 | * | Bombay, Baroda and Central India. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | Eastern Bengal. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | Great Indian Peninsula. |
| 3 | 4 | * | 17,3 | 18,0 | * | 16,2 | 16,2 | * | North Western. |
| Nil | Nil | Nil | Nil | Nil | Nil | 1 | 1 | * | South Indian. |
| 3 | 4 | | 49,3 | 50,6 | | 61,6 | 64,5 | | Total |
| 156,7 | 201,5 | 51,84,0 | 5,399,2 | 5,621,6 | 61,17,6 | 3,693,8 | 6,802,3 | 1,99,07,3 | Total 1935-36 |
| 157,0 | 198,7 | 50,08,8 | 5,067,2 | 5,259,6 | 53,40,2 | 3,834,6 | 6,895,5 | 2,07,70,2 | Total, 1934-36. |
| .. | 2,8 | 1,75,2 | 332,0 | 362,0 | 7,77,4 | .. | .. | .. | Increase. |
| 3 | .. | .. | .. | .. | .. | 140,8 | 93,2 | 8,62,9 | Decrease. |

5' 6" gauge.
for Home Line Revenue Account.
gauge or railways are considered as two or more separate consignments.

23 — Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1935-36. (In hundreds)—concl'd.

| Railway. | IX.—Materials and Stores on Revenue Account—concl'd. | | | | | | X.—Total—All Commodities. [Heads I (3) to (5), and v to IX.] | | |
|--------------------------------------|---|-----------------|----------------|---|-----------------|------------------|---|------------------|-------------------|
| | (2) General Stores and materials | | | (3) Total. | | | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. |
| | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | Originat- ing on Home line whether local or Foreign. | † Total. | Earnings. | | | |
| 138 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 |
| 5' 6" GAUGE. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. | Tons. | Tons. | Rs. |
| Bengal-Nagpur | 813.4 | 826.1 | 4,47.2 | 1,688.3 | 1,703.9 | 26,29.0 | 14,862.3 | 16,432.0 | 6,49,12.5 |
| Bombay, Baroda and Central India. | 304.2 | 309.8 | 4,23.2 | 319.7 | 551.9 | 14,28.4 | 2,829.4 | 4,945.5 | 7,11,31.7 |
| Eastern Bengal | 594.8 | 640.3 | 8,62.2 | 597.9 | 911.9 | 16,12.4 | 2,151.9 | 4,664.5 | 2,95,68.4 |
| East Indian | 1,410.3 | 1,499.1 | 13,29.9 | 2,903.7 | 2,998.5 | 63,02.6 | 20,432.3 | 24,134.5 | 12,53,66.7 |
| Great Indian Peninsula . . | 873.2 | 873.2 | 5,28.6 | 1,426.6 | 1,682.8 | 33,33.2 | 7,000.6 | 10,250.3 | 8,50,23.0 |
| Madras and Southern Mahratta | 243.7 | 245.4 | 3,07.4 | 244.3 | 597.9 | 19,92.0 | 1,781.4 | 3,643.4 | 4,47,37.7 |
| Nizam's State | 58.1 | 58.5 | 82.3 | 244.2 | 244.6 | 3,82.0 | 1,330.9 | 1,817.5 | 1,36,59.6 |
| North Western | 1,831.4 | 1,884.8 | 11,61.6 | 1,865.7 | 2,925.6 | 51,90.2 | 10,308.8 | 13,714.7 | 10,10,92.6 |
| South Indian | 447.4 | 452.4 | 3,39.0 | 449.6 | 588.0 | 10,69.9 | 1,582.0 | 2,105.2 | 2,61,68.7 |
| Total | 6,576.5 | 6,789.6 | | 9,748.0 | 12,205.1 | | 62,270.6 | 81,707.6 | |
| 3' 3½" GAUGE. | | | | | | | | | |
| Assam Bengal | 227.8 | 235.9 | 2,42.3 | 238.0 | 326.5 | 3,97.8 | 1,258.3 | 1,593.1 | 94,52.5 |
| Bengal and North Western . | 283.8 | 303.0 | 3,36.5 | 328.0 | 568.7 | 9,00.5 | 3,836.1 | 5,220.0 | 2,15,92.6 |
| Bombay, Baroda and Central India. | 175.3 | 190.2 | * | 186.0 | 408.5 | * | 1,510.2 | 3,093.1 | * |
| Burma | 750.8 | 750.8 | 4,89.0 | 959.4 | 959.4 | 10,50.7 | 3,983.3 | 3,983.3 | 2,49,29.0 |
| Eastern Bengal | 183.8 | 200.6 | * | 190.1 | 315.6 | * | 1,167.7 | 2,292.2 | * |
| Jodhpur | 150.9 | 154.2 | 69.2 | 155.1 | 214.6 | 2,22.0 | 969.8 | 1,358.0 | 62,42.4 |
| Madras and Southern Mahratta | 128.4 | 135.0 | * | 247.0 | 258.3 | * | 1,683.5 | 2,414.9 | * |
| Nizam's State | 110.1 | 111.0 | * | 110.3 | 143.7 | * | 432.1 | 681.1 | * |
| Rohilkund and Kumaon . . | 67.4 | 67.4 | 38.0 | 112.6 | 112.6 | 53.0 | 1,315.1 | 1,502.1 | 40,57.1 |
| South Indian | 1,037.7 | 1,052.4 | * | 1,052.2 | 1,214.9 | * | 3,016.6 | 3,515.8 | * |
| Total | 3,116.0 | 3,200.5 | | 3,578.7 | 4,522.8 | | 19,202.7 | 26,253.6 | |
| 2' 6" AND 2' 0" GAUGE. | | | | | | | | | |
| Bengal-Nagpur | 106.7 | 108.9 | * | 151.5 | 156.1 | * | 642.7 | 784.9 | * |
| Bombay, Baroda and Central India. | 19.8 | 20.4 | * | 20.3 | 21.4 | * | 208.4 | 263.6 | * |
| Eastern Bengal | 1 | 1 | * | 1 | 1 | * | 2.6 | 3.4 | * |
| Great Indian Peninsula . . | 13.3 | 13.3 | * | 13.3 | 13.3 | * | 77.3 | 149.8 | * |
| North Western | 21.6 | 28.1 | * | 37.8 | 44.3 | * | 298.4 | 445.7 | * |
| South Indian | 2.2 | 2.7 | * | 2.3 | 2.8 | * | 27.2 | 44.0 | * |
| Total | 163.7 | 173.5 | | 226.3 | 238.0 | | 1,256.6 | 1,691.4 | |
| Total, 1935-36 | 9,853.2 | 10,163.6 | 66,56.4 | 13,550.0 | 16,965.9 | 2,65,63.7 | 82,738.9 | 109,652.6 | 62,79,34.5 |
| Total, 1934-35 | 9,552.3 | 9,794.9 | 66,90.9 | 13,386.9 | 16,690.4 | 2,74,61.1 | 80,651.4 | 107,345.4 | 62,59,95.8 |
| Increase | 303.9 | 368.7 | .. | 163.1 | 275.5 | .. | 2,087.5 | 2,307.2 | 39,33.7 |
| Decrease | .. | .. | 34.5 | .. | .. | 8,97.4 | .. | .. | .. |

* Shown under 5' 6" gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments

**30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I
RAILWAYS FOR THE YEAR 1935-36.**

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE A.—MAINTENANCE OF

| Railway. | | | | | | | | | |
|----------------------------------|---|----------------------------------|--|---|----------------------------------|--|--------------------------|----------------------------------|--|
| | *A I (1).—ADMINISTRATIVE AND EXECUTIVE OFFICERS. | | | *A. I (2).—SUPERINTENDENT SUPERVISING STAFF. | | | *A. I (3).—OFFICE STAFF. | | |
| | Total amount. | Per equated track mile. | Percentage of total working expenses under Ab- stracts A to G. | Total amount | Per equated track mile. | Percentage of total working expenses under Abstracts A to G. | Total amount. | Per equated track mile. | Percentage of total working expenses under Abstracts A to G. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 5' 6" GAUGE. | | | | | | | | | |
| Bengal-Nagpur . . . | Rs. 8,44,850 | Rs. 316.2 | 1.49 | Rs. 6,01,959 | Rs. 225.3 | 1.06 | Rs. 6,21,170 | Rs. 232.5 | 1.09 |
| Bombay, Baroda and Central India | 3,47,770 | 207.5 | 0.93 | 3,48,336 | 207.8 | 0.93 | 3,97,055 | 236.9 | 1.06 |
| Eastern Bengal . . . | 3,13,806 | 229.4 | 1.01 | 2,45,584 | 179.6 | 0.79 | 2,91,684 | 213.3 | 0.94 |
| East Indian . . . | 9,68,494 | 149.9 | 0.82 | 11,17,723 | 173.0 | 0.95 | 9,56,941 | 148.1 | 0.81 |
| Great Indian Peninsula . . | 9,28,957 | 201.3 | 1.01 | 7,51,531 | 162.9 | 0.82 | 7,64,889 | 165.8 | 0.83 |
| Madras and Southern Mahratta | 3,02,535 | 199.0 | 1.17 | 2,05,180 | 135.0 | 0.79 | 2,42,329 | 159.4 | 0.93 |
| Nizam's State . . . | 1,15,040 | 194.4 | 1.64 | 87,187 | 147.3 | 1.25 | 74,343 | 125.6 | 1.06 |
| North Western . . . | 10,75,923 | 132.9 | 0.94 | 12,87,791 | 159.1 | 1.13 | 8,72,639 | 107.8 | 0.77 |
| South Indian . . . | 1,48,872 | 191.4 | 1.47 | 1,07,626 | 138.4 | 1.06 | 1,02,775 | 132.1 | 1.01 |
| 3' 3½" GAUGE. | | | | | | | | | |
| Assam-Bengal . . . | 2,67,425 | 304.2 | 1.92 | 1,50,545 | 171.3 | 1.08 | 1,48,304 | 168.7 | 1.06 |
| Bengal and North Western . | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ |
| Bombay, Baroda and Central India | 3,02,043 | 187.8 | 1.08 | 2,99,595 | 186.3 | 1.07 | 3,14,946 | 195.9 | 1.12 |
| Burma . . . | 4,00,378 | 219.2 | 1.41 | 3,98,278 | 218.1 | 1.41 | 3,26,274 | 178.7 | 1.15 |
| Eastern Bengal . . . | 1,26,793 | 126.9 | 0.87 | 99,228 | 99.3 | 0.68 | 1,17,853 | 117.9 | 0.81 |
| Jodhpur . . . | 82,358 | 115.8 | 1.29 | 41,566 | 58.5 | 0.65 | 46,416 | 65.3 | 0.72 |
| Madras and Southern Mahratta | 2,82,510 | 162.6 | 1.47 | 2,34,666 | 135.0 | 1.22 | 1,84,431 | 106.1 | 0.96 |
| Nizam's State . . . | 1,07,274 | 238.4 | 2.10 | 66,527 | 147.8 | 1.30 | 57,902 | 128.7 | 1.13 |
| Rohilkund and Kumaon . | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ |
| South Indian . . . | 4,04,573 | 230.2 | 1.73 | 3,00,652 | 171.0 | 1.29 | 2,87,653 | 163.6 | 1.23 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | |
| Bengal Nagpur . . . | 67,930 | 114.1 | 1.66 | 87,782 | 147.5 | 2.15 | 51,720 | 86.9 | 1.27 |
| Bombay, Baroda and Central India | 11,511 | 85.6 | 1.45 | 17,490 | 130.0 | 2.20 | 1,479 | 11.0 | 0.19 |
| Eastern Bengal . . . | 1,275 | 48.1 | 1.07 | 999 | 37.7 | 0.84 | 1,185 | 44.7 | 0.99 |
| Great Indian Peninsula . . | 4,562 | 30.1 | 0.98 | 7,737 | 51.0 | 1.66 | 4,565 | 30.1 | 0.98 |
| North Western . . . | 1,03,571 | 178.9 | 1.65 | 1,04,449 | 180.4 | 1.66 | 83,709 | 144.6 | 1.33 |
| South Indian . . . | 21,517 | 351.4 | 5.69 | 8,594 | 140.4 | 2.27 | 14,154 | 231.2 | 3.75 |

* According to the revised form introduced from 1931-32.
According to the form prior to 1931-32.

Class I Railways for the year 1935-36.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

STRUCTURAL WORKS.

| A.I.—ADMINISTRATION— TOTAL. | | | A.II-1(a)—TRACK—ORDINARY REPAIRS AND MAINTENANCE. | | | †A. II-1 (b) AND A. II (3).—BRID- GES, TUNNELS AND CONSERVANCY OF RIVERS. | | | *A. II-1 (d).—SERVICE BUILDINGS, ORDINARY REPAIRS AND MAIN- TENANCE. | | | Railway. |
|--------------------------------|--|--|--|---|--|---|--|---|--|---|--|-----------------------|
| Total amount. | † Per mile of track including sidings. | Percent- age of total working expenses under Abs- tracts A to G. | Total amount. | † Per mile of track including sidings. | Percentage of total working expenses under Abstracts A to G. | Total amount | †Per mile of track including sidings. | Percent- age of total working expenses under Abstracts A to G. | Total amount. | Per 100 square feet of plinth area per floor. | Percentage of total working expenses under Abstracts A to G. | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | 5' 6" GAUGE. |
| 22,28,301 | *834.1 | 3.92 | 28,12,269 | *1,052.7 | 4.94 | *4,52,604 | *246.4 | 0.80 | 3,73,724 | 7.46 | 0.66 | B. N. |
| 12,00,202 | *716.0 | 3.20 | 16,88,740 | *1,007.5 | 4.50 | *1,13,289 | *83.7 | 0.30 | 1,78,986 | † | 0.48 | B. B. & C. I. |
| 10,42,809 | *762.5 | 3.37 | 14,35,009 | *1,049.2 | 4.63 | *93,740 | *141.6 | 0.30 | 1,96,323 | 3.92 | 0.64 | F. B. |
| 35,70,378 | *552.7 | 3.03 | 50,29,891 | *778.7 | 4.26 | *4,20,675 | *97.4 | 0.36 | 10,09,370 | 6.61 | 0.86 | E. I. |
| 26,79,371 | *580.6 | 2.92 | 39,96,179 | *866.0 | 4.35 | *1,54,672 | *67.0 | 0.17 | 3,75,596 | 3.07 | 0.41 | G. I. P. |
| 9,32,075 | *613.2 | 3.59 | 12,87,560 | *847.1 | 4.96 | *87,002 | *76.4 | 0.34 | 1,32,143 | 1.32 | 0.51 | M. & S. M. |
| 3,06,115 | *517.3 | 4.38 | 5,89,726 | *962.7 | 8.14 | *10,733 | *34.0 | 0.16 | (b) 21,863 | † | 0.31 | N. S. |
| 37,42,604 | *462.4 | 3.28 | 57,12,080 | *705.8 | 5.01 | *2,66,630 | *69.0 | 0.23 | 6,09,289 | 3.61 | 0.54 | N. W. |
| 3,91,789 | *503.6 | 3.86 | 4,27,653 | *549.7 | 4.21 | *52,821 | *109.0 | 0.52 | 46,785 | 3.75 | 0.46 | S. I. |
| | | | | | | | | | | | | 3' 3½" GAUGE. |
| 6,09,660 | *693.6 (e) | 4.37 | 11,96,400 | *1,361.1 (f) | 8.57 | *1,16,556 | *143.0 (i) | 0.84 | 1,17,946 | † | 1.06 | A. B. |
| 6,10,928 | †229.8 | 3.65 | 21,00,003 | †790.0 | 12.6 | †2,46,581 | †92.8 | 1.47 | 1,95,303 | † | 1.17 | B. & N. W. |
| 9,85,044 | *612.6 | 3.52 | 14,27,447 | *887.8 | 5.09 | *55,465 | *54.7 | 0.20 | 1,64,452 | 4.66 | 0.59 | B. B. & C. I. |
| 13,50,491 | *739.5 | 4.77 | 20,70,302 | *1,133.7 | 7.30 | *1,37,439 | *110.5 | 0.49 | 1,08,282 | 3.02 | 0.38 | Burma. |
| 4,10,567 | *410.8 | 2.82 | 8,79,130 | *879.6 | 6.03 | *61,311 (a) | *93.2 | 0.42 | 75,118 | 5.99 | 0.51 | E. B. |
| 1,81,137 | *254.8 | 2.83 | 4,72,635 | *664.8 | 7.37 | *19,964 (a) | *98.4 | 0.31 | 17,206 | 2.03 | 0.27 | Jodhpur. |
| 8,81,292 | *507.1 | 4.59 | 16,48,111 | *948.4 | 8.59 | *64,079 | *51.1 | 0.33 | 73,051 | 1.24 | 0.38 | M. & S. M. |
| 2,56,540 | *570.0 (g) | 5.02 | 5,07,568 | *1,127.8 (h) | 9.93 | *10,348 | *33.4 | 0.20 | (b) 20,303 | † | 0.40 | N. S. |
| 1,06,751 | †155.6 | 3.37 | 2,75,288 | †401.1 | 8.70 | †54,535 | (j)†79.5 | 1.70 | † | † | † | R. & K. |
| 10,78,977 | *613.8 | 4.62 | 10,99,883 | *625.7 | 4.71 | *92,662 | *70.4 | 0.40 | 1,64,345 | 3.52 | 0.70 | S. I. |
| | | | | | | | | | | | | 2' 6" & 2' 0" GAUGES. |
| 2,19,278 | *368.4 | 5.37 | 4,91,766 | *826.2 | 12.0 | *27,960 | *59.6 | 0.68 | 26,460 | 6.84 | 0.65 | B. N. |
| 31,726 | *235.9 | 3.09 | 1,10,292 | *820.2 | 13.9 | *12,345 | † | 1.55 | 1,465 | † | 0.18 | B. B. & C. I. |
| 4,130 | *155.9 | 3.46 | 13,382 | *505.0 | 11.2 | *147 | *32.1 | 0.12 | 466 | 2.06 | 0.39 | E. B. |
| 18,041 | *118.9 | 3.88 | 87,092 | *574.0 | 18.7 | *2,131 | *16.3 | 0.46 | 2,012 | 2.05 | 0.43 | G. I. P. |
| 3,45,765 | *597.2 | 5.50 | 4,94,058 | *853.3 | 7.87 | *25,255 | *43.6 | 0.40 | 40,010 | 6.26 | 0.64 | N. W. |
| 47,834 | *781.2 | 12.7 | 38,734 | *632.6 | 10.3 | *1,144 | *42.8 | 0.30 | 1,878 | 7.53 | 0.50 | S. I. |

† Information not available.

‡ Includes expenditure on tunnels.

(a) Includes the freight of stores pertaining to this head, booked in accounts under the head A-II-6 (a) "Carriage of Revenue Stores."

(b) Includes expenditure on a/c of "Electric wiring installation and equipment," in these buildings since transferred from "A-II (1) Structural works" to "A-II (3) Equipment."

Per mile of line maintained.

| | Rs. |
|-----|-------|
| (e) | 289.5 |
| (f) | 995.1 |
| (g) | 157.0 |
| (h) | 482.3 |
| (i) | 116.9 |

Per train mile.

| As. |
|------|
| 1.11 |
| 2.82 |
| 0.96 |
| 2.47 |
| 0.45 |

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE A. — MAINTENANCE OF

| Railway. | *A. II 1 (f).—RESIDENTIAL BUILDINGS—ORDINARY REPAIRS AND MAINTENANCE. | | | *A II 1 (b), (e), (g), (h), AND (i).—OTHER ITEMS—ORDINARY REPAIRS AND MAINTENANCE. | | *A. II 1—ALL ITEMS, TOTAL. ORDINARY REPAIRS AND MAINTENANCE—EXCLUDING CREDITS. | | |
|--|---|---|--|--|--|--|-------------------------|--|
| | Total amount. | Per 100 square feet of plinth area per floor. | Percentage of total working expenses under Abstracts A to G. | Total amount. | Percentage of total working expenses under Abstracts A to G. | Total amount. | Per equated track mile. | Percentage of total working expenses under Abstracts A to G. |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
| 5' 6" GAUGE. | Rs. | Rs. | | Rs. | | Rs. | Rs. | |
| Bengal Nagpur | 8,22,016 | 8.79 | 1.44 | ₹1,29,225 | ₹0.23 | ₹45,89,838 | ₹1,718.0 | ₹8.07 |
| Bombay, Baroda and Central India | 1,67,968 | ‡ | 0.45 | 15,922 | 0.04 | 21,64,906 | 1,291.5 | 5.77 |
| Eastern Bengal | 2,82,201 | 5.38 | 0.91 | 2,31,690 | 0.75 | 22,38,063 | 1,637.0 | 7.23 |
| East Indian | (c) 9,45,813 | 3.86 | 0.80 | (a)(h) 3,15,168 | 0.27 | ₹77,20,917 | ₹1,195.3 | ₹6.54 |
| Great Indian Peninsula | 4,60,285 | 3.96 | 0.50 | ₹2,69,522 | ₹0.29 | ₹52,56,254 | ₹1,139.0 | ₹5.73 |
| Madras and Southern Mahratta | 1,18,184 | 1.18 | 0.45 | 83,162 | 0.32 | 17,08,051 | 1,123.7 | 6.58 |
| Nizam's State | (i) 69,228 | ‡ | 0.99 | (h) ₹22,726 | ₹0.32 | (i) ₹6,94,276 | ₹1,173.2 | ₹9.92 |
| North Western | 8,30,201 | 2.97 | 0.73 | 9,26,506 | 0.81 | 83,44,706 | 1,031.1 | 7.32 |
| South Indian | 48,343 | 3.02 | 0.48 | (h) ₹4,028 | ₹0.04 | ₹5,79,630 | ₹745.1 | ₹5.71 |
| 3' 3½" GAUGE. | | | | | | | | |
| Assam-Bengal | 2,50,251 | ‡ | 1.79 | 78,342 | 0.56 | 17,89,496 | 2,035.8 | 12.8 |
| Bengal and North Western | 1,40,558 | ‡ | 0.84 | 1,91,583 | 1.15 | ₹34,813 | ₹ (m) | ₹ 0.21 |
| Bombay, Baroda and Central India | 2,04,736 | 3.12 | 0.73 | 1,34,462 | 0.48 | 19,86,562 | 1,235.5 | 7.09 |
| Burma | 1,86,586 | 3.81 | 0.66 | 45,634 | 0.16 | 25,48,243 | 1,395.5 | 8.99 |
| Eastern Bengal | 1,26,218 | 7.57 | 0.87 | 1,37,377 | 0.94 | 12,79,154 | 1,279.8 | 8.77 |
| Jodhpur | (d) 34,871 | 2.58 | 0.54 | (h) ₹11,955 | ₹0.19 | (d) ₹5,56,631 | ₹782.9 | ₹8.68 |
| Madras and Southern Mahratta | 84,454 | 1.43 | 0.44 | 59,175 | 0.31 | 19,28,870 | 1,109.9 | 10.1 |
| Nizam's State | (i) 59,499 | ‡ | 1.16 | (h) ₹31,651 | ₹0.62 | (i) ₹6,29,369 | ₹1,398.4 | ₹12.3 |
| Rohilkund and Kumaon | ‡ | ‡ | ‡ | (b)70,828 | 2.24 | ₹6,345 | ₹ (n) | ₹ 0.20 |
| South Indian | 1,58,387 | 3.15 | 0.68 | (h) ₹34,453 | ₹0.14 | ₹15,49,730 | ₹881.6 | ₹6.63 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | |
| Bengal-Nagpur | 33,367 | 5.29 | 0.82 | ₹7,889 | ₹0.19 | ₹5,87,442 | ₹887.0 | ₹14.37 |
| Bombay, Baroda and Central India | 1,237 | ‡ | 0.16 | 568 | 0.07 | 1,25,907 | 936.3 | 15.8 |
| Eastern Bengal | 434 | 1.62 | 0.36 | 1,009 | 0.85 | 15,438 | 682.6 | 12.9 |
| Great Indian Peninsula | 2,670 | 1.69 | 0.57 | ₹4,030 | ₹0.87 | ₹97,935 | ₹645.5 | ₹21.1 |
| North Western | 50,118 | 3.39 | 0.80 | 53,505 | 0.85 | 6,62,946 | 1,145.0 | 10.6 |
| South Indian | 1,309 | 3.31 | 0.35 | (h) ₹829 | ₹0.22 | ₹43,894 | ₹716.9 | ₹11.6 |

(a) Represents expenditure on shore connections at Ferries and Miscellaneous.

(b) Represents other structural works—A-II 1 (c) to (g) according to the form prior to 1931-32.

(c) Includes expenditure incurred on Electric Power stations and sub-stations.

(d) Includes the freight of stores pertaining to this head, booked in a/c's under the head "A-II⁶ (a)—Carriage of Revenue Stores."

(i) Includes expenditure on a/c of "Electric wiring installation and equipment in buildings" since transferred from "A-II (1) structural works" to "A-II (3) Equipment."

§ Represents equipment—A-II 2 according to the form prior to 1931-32.

¶ Previously the figures exhibited under this head pertained to entire head "A. II" instead of "A. II (1)" only.

(h) Excludes expenditure on 'Tunnels' included under 'Bridges' A-II-I (C).

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

STRUCTURAL WORKS—contd.

| *A.II 2—SPECIAL REPAIRS AND MAINTENANCE (EXCLUDING CREDITS). | | *A.II 3 (d).—SIGNALS AND INTER-LOOKING—ORDINARY REPAIRS AND MAINTENANCE. (Equipment). | | | A.II—TOTAL REPAIRS AND MAINTENANCE (EXCLUDING CREDITS). | | | Railway |
|--|--|---|------------|--|---|---|--|-----------------------------------|
| Total amount. | Percentage of total working expenses under Abstracts A to G. | Total amount. | Per lever. | Percentage of total working expenses under Abstracts A to G. | Total amount. | † Per mile of track including sidings. * Per equated track mile. | Percentage of total working expenses under Abstracts A to G. | |
| 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| Rs. | | Rs. | Rs. | | Rs. | Rs. | | 5' 6" GAUGE. |
| 11,31,986 | 1.99 | 8,61,152 | 102.0 | 1.51 | 62,71,790 | *2,347.6 | 11.0 | Bengal Nagpur. |
| 1,40,368 | 0.37 | 2,94,543 | 33.2 | 0.79 | 29,51,913 | *1,761.1 | 7.86 | Bombay, Baroda and Central India. |
| 4,37,818 | 1.41 | 4,35,957 | 68.8 | 1.41 | 40,71,513 | *2,976.9 | 13.1 | Eastern Bengal. |
| † | † | 5,64,357 | 29.7 | 0.48 | 99,59,300 | *1,541.8 | 8.43 | East Indian. |
| 9,75,951 | 1.06 | 5,08,980 | 39.3 | 0.56 | 77,92,484 | *1,688.6 | 8.49 | Great Indian Peninsula. |
| 19,455 | 0.07 | 1,56,113 | 22.8 | 0.60 | 22,96,497 | *1,510.8 | 8.85 | Madras and Southern Mahratta. |
| † | † | 20,848 | 18.6 | 0.30 | 8,05,192 | *1,360.6 | 11.5 | Nizam's State |
| 13,39,831 | 1.18 | 5,73,542 | 29.8 | 0.50 | 1,20,04,607 | *1,483.3 | 10.5 | North Western. |
| 2,61,541 | 2.58 | 30,184 | 13.6 | 0.30 | 9,97,779 | *1,282.6 | 9.83 | South Indian. |
| 3' 3½" GAUGE. | | | | | | | | |
| —728 | —0.00 | 65,261 | 89.6 | 0.47 | 23,34,110 | *2,655.3 | 16.7 | Assam Bengal. |
| 6,56,498 | 3.92 | † | † | † | 39,01,400 | †1,467.7 | 23.3 | Bengal and North Western. |
| 1,54,838 | 0.55 | 1,61,138 | 27.5 | 0.58 | 23,02,538 | *1,432.0 | 8.22 | Bombay, Baroda and Central India. |
| 3,42,070 | 1.20 | 1,58,638 | 64.8 | 0.56 | 37,88,581 | *2,074.6 | 13.3 | Burma. |
| 2,51,249 | 1.72 | 8,717 | 2.68 | 0.06 | 16,55,861 | *1,656.7 | 11.4 | Eastern Bengal. |
| .. | .. | 8,856 | 5.47 | 0.14 | 7,10,411 | *999.2 | 11.1 | Jodhpur. |
| 1,45,626 | 0.76 | 1,19,136 | 29.4 | 0.62 | 25,14,169 | *1,446.7 | 13.1 | Madras and Southern Mahratta. |
| † | † | 21,526 | 26.0 | 0.42 | 7,17,391 | *1,694.0 | 14.0 | Nizam's State. |
| † | † | † | † | † | 4,69,819 | †684.6 | 14.9 | Rohilkund and Kumaon. |
| 4,26,455 | 1.82 | 99,510 | 19.8 | 0.43 | 23,65,894 | *1,345.9 | 10.1 | South Indian. |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | |
| 27,342 | 0.67 | 14,676 | 203.8 | 0.36 | 6,78,682 | *1,140.3 | 16.6 | Bengal Nagpur. |
| 483 | 0.06 | .. | .. | .. | 1,42,467 | *1,059.5 | 17.9 | Bombay, Baroda and Central India. |
| .. | .. | 674 | 11.6 | 0.56 | 16,656 | *628.5 | 14.0 | Eastern Bengal. |
| 150 | 0.03 | 506 | 1.94 | 0.11 | 1,07,650 | *709.5 | 23.2 | Great Indian Peninsula. |
| 1,34,361 | 2.14 | 6,891 | 7.80 | 0.11 | 8,54,343 | *1,475.5 | 13.6 | North Western. |
| —24 | —0.01 | 2,310 | 85.6 | 0.61 | 52,508 | *857.6 | 13.9 | South Indian. |

* According to the revised form introduced from 1931-32.

† According to the form prior to 1931-32.

‡ Information not available.

Per mile of line maintained.

Rs.

(m) 16.5

(n) 11.1

(o) 1,848.8

(p) 823.1

Per mile of track including sidings.

Rs.

13.1

9.25

..

Per train mile.

Rs.

0.06

0.06

7.11

4.22

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

OF LOCOMOTIVE POWER.

| RUNNING REPAIRS—[B. II-1 (a)]. | | | LOCOMOTIVES—(b) WORKSHOP REPAIRS [B. II-1 (b)] | | | | | Railway. |
|--------------------------------|-----------------|--|--|------------------|----------------------------|-----------------|--|-----------------------|
| Per 1,000 gross ton miles. | Per train mile. | Percentage of total working expenses under Abstracts A to G. | Amount. | Per engine mile. | Per 1,000 gross ton miles. | Per train mile. | Percentage of total working expenses under Abstracts A to G. | |
| 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 |
| Rs. | As. | | Rs. | As. | Rs. | As. | | 5' 6" GAUGE. |
| 0·17 | 1·94 | 2·81 | 32,15,356 | 2·81 | 0·35 | 3·89 | 5·65 | B. N. |
| 0·23 | 2·31 | 2·43 | 13,98,230 | 2·87 | 0·35 | 3·54 | 3·72 | B. B. & C. I. |
| 0·18 | 1·39 | 2·03 | 13,74,530 | 2·56 | 0·40 | 3·04 | 4·44 | E. B. |
| 0·17 | 1·90 | 3·01 | 42,80,342 | 1·76 | 0·21 | 2·29 | 3·63 | E. I. |
| 0·21 | 1·93 | 2·16 | 26,59,063 | 2·16 | 0·28 | 2·58 | 2·89 | G. I. P. |
| 0·19 | 1·72 | 2·69 | 14,38,260 | 2·97 | 0·39 | 3·54 | 5·55 | M. & S. M. |
| 0·17 | 1·60 | 2·51 | 3,51,647 | 2·56 | 0·33 | 3·22 | 5·03 | N. S. |
| 0·27 | 2·35 | 2·95 | 34,09,936 | 1·92 | 0·27 | 2·38 | 2·99 | N. W. |
| 0·24 | 1·47 | 3·28 | 4,66,625 | 1·81 | 0·34 | 2·07 | 4·60 | S. I. |
| | | | | | | | | 3' 3½" GAUGE. |
| 0·27 | 1·28 | 2·23 | 3,77,298 | 1·26 | 0·32 | 1·55 | 2·71 | A. B. |
| ** | ** | ** | ††15,15,697 | ††2·24 | ††0·59 | ††2·76 | ††9·06 | B. & N. W. |
| 0·31 | 1·71 | 3·08 | 15,38,428 | 2·52 | 0·56 | 3·05 | 5·49 | B. B. & C. I. |
| 0·26 | 1·34 | 2·25 | 7,10,996 | 1·22 | 0·28 | 1·50 | 2·51 | Burma. |
| 0·18 | 0·96 | 1·75 | 5,19,538 | 1·60 | 0·36 | 1·96 | 3·57 | E. B. |
| 0·28 | 1·54 | 3·07 | 1,77,289 | 1·10 | 0·26 | 1·38 | 2·77 | Jodhpur. |
| 0·27 | 1·22 | 2·78 | 9,14,317 | 1·77 | 0·46 | 2·08 | 4·76 | M. & S. M. |
| 0·31 | 1·44 | 2·56 | 2,61,152 | 2·40 | 0·61 | 2·88 | 5·11 | N. S. |
| ** | ** | ** | ‡2,39,588 | ‡1·72 | ‡0·55 | ‡2·15 | ‡7·59 | R. & K. |
| 0·32 | 1·18 | 2·80 | 8,35,475 | 1·36 | 0·40 | 1·51 | 3·57 | S. I. |
| | | | | | | | | 2' 6" & 2' 0" GAUGES. |
| 0·51 | 1·53 | 4·03 | 2,39,698 | 1·77 | 0·74 | 2·23 | 5·87 | B. N. |
| 1·06 | 1·63 | 5·18 | 55,141 | 1·97 | 1·43 | 2·18 | 6·93 | B. B. & C. I. |
| 0·72 | 0·63 | 3·64 | 5,247 | 0·80 | 0·87 | 0·76 | 4·39 | E. B. |
| 0·49 | 0·94 | 5·96 | 40,963 | 1·28 | 0·73 | 1·40 | 8·81 | G. I. P. |
| 1·39 | 3·22 | 3·57 | 1,10,227 | 1·33 | 0·68 | 1·59 | 1·75 | N. W. |
| 0·92 | 1·51 | 4·13 | 14,331 | 1·32 | 0·84 | 1·38 | 3·79 | S. I. |

†† Includes running Repairs and Renewals.

‡ Includes running repairs.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

| Railway. | TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE | | | | | | | |
|--|---|------------------|----------------------------|-----------------|---|----------------------------|------------------|----------------------------|
| | EQUIPMENT (B. II. 3). | | | | | TOTAL ORDINARY REPAIRS AND | | |
| | Total amount. | Per engine mile. | Per 1,000 gross ton miles. | Per train mile. | Percentage of total working expenses. under Abstracts A to G. | Total amount. | Per engine mile. | Per 1,000 gross ton miles. |
| 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 |
| 5' 6" GAUGE. | Rs. | As. | Rs. | As. | | Rs. | As. | Rs. |
| Bengal-Nagpur | 6,75,216 | 0.59 | 0.07 | 0.82 | 1.19 | 54,94,408 | 4.80 | 0.59 |
| Bombay, Baroda and Central India | 1,45,253 | 0.30 | 0.04 | 0.37 | 0.39 | 24,54,316 | 5.04 | 0.62 |
| Eastern Bengal | 2,77,988 | 0.48 | 0.08 | 0.62 | 0.89 | 22,86,262 | 4.16 | 0.66 |
| East Indian | 6,76,159 | 0.27 | 0.03 | 0.36 | 0.57 | 87,65,854 | 3.60 | 0.42 |
| Great Indian Peninsula | 3,31,061 | 0.27 | 0.03 | 0.32 | 0.36 | 50,69,304 | 4.12 | 0.53 |
| Madras and Southern Mahratta | 3,88,169 | 0.80 | 0.10 | 0.95 | 1.49 | 25,30,939 | 5.22 | 0.68 |
| Nizam's State | 22,800 | 0.16 | 0.02 | 0.21 | 0.32 | 5,51,141 | 4.00 | 0.52 |
| North Western | 6,33,973 | 0.36 | 0.05 | 0.44 | 0.55 | 75,35,994 | 4.25 | 0.60 |
| South Indian | 6,704 | 0.02 | 0.00 | 0.03 | 0.07 | 8,05,813 | 3.12 | 0.58 |
| 3' 3½" GAUGE. | | | | | | | | |
| Assam-Bengal | 91,130 | 0.30 | 0.08 | 0.37 | 0.65 | 7,80,078 | 2.60 | 0.67 |
| Bengal and North-Western | 51,201 | 0.00 | 0.02 | 0.09 | 0.31 | *15,68,514 | *2.24 | *0.61 |
| Bombay, Baroda and Central India | 2,66,742 | 0.44 | 0.10 | 0.53 | 0.95 | 26,65,969 | 4.37 | 0.97 |
| Burma | 67,837 | 0.12 | 0.03 | 0.14 | 0.24 | 14,19,852 | 2.44 | 0.57 |
| Eastern Bengal | 1,34,083 | 0.48 | 0.09 | 0.50 | 0.92 | 9,11,182 | 2.88 | 0.63 |
| Jodhpur | 7,996 | 0.05 | 0.01 | 0.06 | 0.13 | 3,88,867 | 2.41 | 0.56 |
| Madras and Southern Mahratta | 1,21,696 | 0.24 | 0.06 | 0.28 | 0.64 | 15,76,691 | 3.06 | 0.80 |
| Nizam's State | 13,899 | 0.16 | 0.03 | 0.16 | 0.27 | 4,07,090 | 3.84 | 0.95 |
| Rohilkund and Kumaon | 16,474 | 0.12 | 0.04 | 0.15 | 0.52 | 2,56,062 | 1.84 | 0.59 |
| South Indian | 1,10,752 | 0.18 | 0.06 | 0.20 | 0.47 | 16,06,284 | 2.62 | 0.78 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | |
| Bengal-Nagpur | 16,543 | 0.12 | 0.05 | 0.15 | 0.40 | 4,20,768 | 3.11 | 1.30 |
| Bombay, Baroda and Central India | 65 | 0.00 | 0.00 | 0.00 | 0.01 | 1,16,980 | 4.18 | 3.02 |
| Eastern Bengal | 209 | 0.00 | 0.04 | 0.03 | 0.18 | 9,807 | 1.44 | 1.63 |
| Great Indian Peninsula | 303 | 0.01 | 0.01 | 0.01 | 0.07 | 68,970 | 2.16 | 1.23 |
| North-Western | 34,376 | 0.41 | 0.21 | 0.49 | 0.55 | 3,70,947 | 4.47 | 2.30 |
| South Indian | 215 | 0.02 | 0.01 | 0.02 | 0.06 | 30,149 | 2.78 | 1.77 |

* Includes Replacements

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund

Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

POWER—contd.

| MAINTENANCE— (B-II). | | RUNNING STAFF—(B-III-1). | | | | | FUEL—(B-III-2). | | | | | Railway. |
|-------------------------|--|--------------------------|------------------|----------------------------|-----------------|--|-----------------|------------------|----------------------------|-----------------|--|----------------------|
| Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per engine mile. | Per 1,000 gross ton miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per engine mile. | Per 1,000 gross ton miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. | |
| 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 |
| As. | | Rs. | As. | Rs. | As. | | Rs. | As. | Rs. | As. | | 5' 6" Gauge. |
| 6.66 | 9.66 | 32,66,644 | 2.85 | 0.35 | 3.96 | 5.74 | 42,97,849 | 3.75 | 0.47 | 5.21 | 7.55 | B. N. |
| 6.22 | 6.54 | 21,76,791 | 4.47 | 0.55 | 5.52 | 5.80 | 37,56,145 | 7.71 | 0.96 | 9.53 | 10.0 | B. B. & C. I. |
| 5.06 | 7.38 | 13,27,912 | 2.40 | 0.39 | 2.94 | 4.29 | 23,61,988 | 4.16 | 0.69 | 5.23 | 7.62 | E. B. |
| 4.69 | 7.43 | 62,52,337 | 2.55 | 0.30 | 3.35 | 5.30 | 90,76,852 | 3.72 | 0.44 | 4.85 | 7.69 | E. I. |
| 4.92 | 5.52 | 48,96,872 | 3.98 | 0.51 | 4.76 | 5.33 | 76,33,717 | 6.21 | 0.80 | 7.42 | 8.32 | G. I. P. |
| 6.22 | 9.75 | 14,91,325 | 3.08 | 0.40 | 3.67 | 5.75 | 34,74,558 | 7.18 | 0.94 | 8.54 | 13.4 | M. & S. N. |
| 5.04 | 7.88 | 3,57,337 | 2.56 | 0.34 | 3.27 | 5.11 | 4,67,397 | 3.36 | 0.43 | 4.27 | 6.68 | N. S. |
| 5.27 | 6.61 | 55,30,922 | 3.12 | 0.43 | 3.86 | 4.85 | 1,53,47,141 | 8.65 | 1.21 | 10.7 | 13.5 | N. W. |
| 3.57 | 7.94 | 7,72,435 | 2.98 | 0.56 | 3.42 | 7.61 | 18,43,112 | 7.14 | 1.33 | 8.16 | 18.2 | S. I. |
| 3.21 | 5.59 | 4,57,389 | 1.52 | 0.39 | 1.88 | 3.28 | 11,44,483 | 3.81 | 0.99 | 4.71 | 8.20 | 3' 3½" Gauge. |
| *2.85 | *9.38 | 6,52,275 | 0.96 | 0.25 | 1.19 | 3.90 | 13,85,679 | 2.08 | 0.53 | 2.52 | 8.28 | A. B. |
| 5.29 | 9.51 | 20,73,008 | 3.39 | 0.75 | 4.12 | 7.40 | 31,29,286 | 5.12 | 1.14 | 6.21 | 11.2 | B. & N. W. |
| 2.98 | 5.01 | 15,36,891 | 2.65 | 0.62 | 3.23 | 5.42 | 31,96,304 | 5.49 | 1.29 | 6.73 | 11.3 | B. B. & C. I. |
| 3.43 | 6.25 | 5,75,996 | 1.76 | 0.40 | 2.17 | 3.95 | 11,77,784 | 3.68 | 0.81 | 4.43 | 8.07 | Burma. |
| 3.03 | 6.07 | 2,26,229 | 1.40 | 0.33 | 1.76 | 3.53 | 7,73,433 | 4.79 | 1.12 | 6.02 | 12.1 | E. B. |
| 3.59 | 8.21 | 14,09,843 | 2.74 | 0.71 | 3.21 | 7.34 | 23,93,907 | 4.64 | 1.21 | 5.44 | 12.5 | Jodhpur. |
| 4.49 | 7.96 | 2,59,676 | 2.40 | 0.61 | 2.87 | 5.08 | 3,71,835 | 3.36 | 0.88 | 4.11 | 7.28 | M. & S. M. |
| 2.30 | 8.11 | 1,11,471 | 0.81 | 0.26 | 1.01 | 3.52 | 4,46,328 | 3.20 | 1.03 | 4.01 | 14.1 | N. S. |
| 2.90 | 6.87 | 16,68,376 | 2.71 | 0.81 | 3.01 | 7.13 | 28,33,725 | 4.62 | 1.37 | 5.12 | 12.1 | R. & K. |
| 3.91 | 10.3 | 2,52,805 | 1.87 | 0.78 | 2.35 | 6.10 | 3,05,426 | 2.26 | 0.95 | 2.83 | 7.47 | S. I. |
| 4.62 | 14.7 | 49,155 | 1.76 | 1.27 | 1.94 | 6.18 | 85,366 | 3.05 | 2.21 | 3.37 | 10.7 | 2' 6" & 2' 0" Gauge. |
| 1.42 | 8.21 | 18,217 | 2.56 | 3.03 | 2.64 | 15.3 | 11,633 | 1.76 | 1.93 | 1.69 | 9.74 | B. N. |
| 2.35 | 14.8 | 49,493 | 1.55 | 0.88 | 1.68 | 10.7 | 64,925 | 2.03 | 1.15 | 2.21 | 14.0 | B. B. & C. I. |
| 5.33 | 5.91 | 3,24,110 | 3.90 | 2.01 | 4.66 | 5.16 | 7,58,952 | 9.14 | 4.70 | 10.9 | 12.1 | E. B. |
| 2.91 | 7.98 | 36,964 | 3.42 | 2.18 | 3.57 | 9.78 | 34,493 | 3.19 | 2.03 | 3.33 | 9.13 | G. I. P. |
| | | | | | | | | | | | | N. W. |
| | | | | | | | | | | | | S. I. |

and Renewals.
HICRA acts

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

| Railway. | WATER, WAGES, OIL, TALLOW AND OTHER STORES—B. III (3) AND (4). | | | | | TOTAL OPERATING | |
|--|---|------------------------|--|-----------------------|--|------------------|------------------------|
| | Total amount. | Per engine mile. | Per 1,000 gross ton miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per engine mile. |
| | 85 | 86 | 87 | 88 | 89 | 90 | 91 |
| 84 | | | | | | | |
| 5' 6" GAUGE. | Rs. | As. | Rs. | As. | | Rs. | As. |
| Bengal-Nagpur | 5,59,551 | 0·49 | 0·07 | 0·68 | 0·99 | 82,77,476 | 7·23 |
| Bombay, Baroda and Central India | 3,00,400 | 0·62 | 0·08 | 0·76 | 0·80 | 62,20,494 | 12·8 |
| Eastern Bengal | 2,39,612 | 0·48 | 0·07 | 0·53 | 0·77 | 38,39,291 | 6·88 |
| East Indian | 12,85,989 | 0·53 | 0·06 | 0·69 | 1·09 | 1,59,43,320 | 6·54 |
| Great Indian Peninsula | 10,88,148 | 0·88 | 0·11 | 1·06 | 1·19 | 1,37,25,613 | 11·2 |
| Madras and Southern Mahratta | 3,42,695 | 0·71 | 0·09 | 0·83 | 1·32 | 52,65,263 | 10·9 |
| Nizam's State | 93,508 | 0·80 | 0·09 | 0·86 | 1·34 | 10,54,979 | 7·68 |
| North Western | 13,64,388 | 0·77 | 0·11 | 0·95 | 1·20 | 2,18,82,889 | 12·3 |
| South Indian | 1,61,977 | 0·63 | 0·12 | 0·72 | 1·59 | 28,33,885 | 11·0 |
| 3' 3½" GAUGE. | | | | | | | |
| Assam Bengal | 1,16,031 | 0·39 | 0·10 | 0·48 | 0·83 | 17,67,006 | 5·88 |
| Bengal and North Western | 2,65,993 | 0·32 | 0·09 | 0·49 | 1·59 | 28,23,512 | 4·16 |
| Bombay, Baroda and Central India | 2,52,157 | 0·41 | 0·09 | 0·50 | 0·90 | 54,39,828 | 8·90 |
| Burma | 2,96,853 | 0·51 | 0·12 | 0·63 | 1·05 | 50,73,811 | 8·73 |
| Eastern Bengal | 92,250 | 0·32 | 0·06 | 0·35 | 0·63 | 18,63,976 | 5·76 |
| Jodhpur | 1,41,711 | 0·88 | 0·20 | 1·11 | 2·21 | 11,57,530 | 7·17 |
| Madras and Southern Mahratta | 3,11,783 | 0·60 | 0·16 | 0·70 | 1·63 | 41,11,241 | 7·98 |
| Nizam's State | 69,610 | 0·64 | 0·16 | 0·77 | 1·36 | 7,27,210 | 6·72 |
| Rohilkund and Kumaon | 64,160 | 0·46 | 0·15 | 0·57 | 2·03 | 6,19,484 | 4·45 |
| South Indian | 2,69,736 | 0·44 | 0·14 | 0·48 | 1·15 | 47,88,714 | 7·80 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | |
| Bengal-Nagpur | 79,245 | 0·58 | 0·25 | 0·74 | 1·94 | 6,41,383 | 4·74 |
| Bombay, Baroda and Central India | 13,695 | 0·49 | 0·35 | 0·54 | 1·72 | 1,60,440 | 5·75 |
| Eastern Bengal | 3,579 | 0·04 | 0·59 | 0·52 | 3·00 | 33,621 | 4·96 |
| Great Indian Peninsula | 17,131 | 0·53 | 0·30 | 0·58 | 3·69 | 1,34,809 | 4·12 |
| North Western | 71,659 | 0·86 | 0·44 | 1·08 | 1·14 | 11,67,156 | 14·1 |
| South Indian | 6,870 | 0·63 | 0·40 | 0·66 | 1·82 | 78,994 | 7·30 |

Class 1 Railways for the year 1935-36—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and since shown as earnings.

POWER—cont'd.

| EXPENSES—(B. III.) | | | TOTAL MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—(TOTAL ABSTRACT B).* | | | | | Railway. |
|--|-----------------------|--|--|------------------------|--|-----------------------|--|-----------------------|
| Per 1,000 gross ton miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per engine mile. | Per 1,000 gross ton miles. | Per train mile. | Percent- age of total working expenses under abstracts A. to G. | |
| 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| Rs. | As. | | Rs. | As. | Rs. | As. | | |
| 0.90 | 10.0 | 14.6 | 1,52,30,312 | 13.3 | 1.65 | 18.5 | 26.8 | 5' 6" GAUGE. |
| 1.58 | 15.8 | 16.6 | 92,58,765 | 19.1 | 2.35 | 23.5 | 24.7 | B. N. |
| 1.12 | 8.50 | 12.4 | 68,72,483 | 12.3 | 2.00 | 15.2 | 22.2 | B. B. & C. I. |
| 0.77 | 8.54 | 13.5 | 2,78,17,043 | 11.4 | 1.34 | 14.9 | 23.6 | E. B. |
| 1.43 | 13.3 | 15.0 | 2,04,23,829 | 16.6 | 2.12 | 19.8 | 22.3 | E. I. |
| 1.42 | 12.9 | 20.3 | 83,97,174 | 17.3 | 2.26 | 20.6 | 32.4 | G. I. P. |
| 0.99 | 9.65 | 15.1 | 17,87,630 | 13.0 | 1.68 | 16.4 | 25.6 | M. & S. M. |
| 1.72 | 15.3 | 19.2 | 3,14,79,109 | 17.7 | 2.48 | 22.0 | 27.6 | N. S. |
| 2.05 | 12.6 | 27.9 | 38,94,213 | 15.1 | 2.82 | 17.3 | 38.4 | N. W. |
| | | | | | | | | S. I. |
| 1.52 | 7.27 | 12.7 | 28,70,805 | 9.53 | 2.47 | 11.8 | 20.6 | 3' 3 1/2" GAUGE. |
| 1.07 | 5.15 | 16.9 | 54,19,776 | 6.88 | 1.81 | 8.60 | 28.2 | A. B. |
| 1.97 | 10.8 | 19.4 | 90,82,258 | 14.9 | 3.29 | 18.1 | 32.4 | B. & N. W. |
| 2.05 | 10.7 | 17.9 | 73,78,534 | 12.7 | 2.98 | 15.5 | 26.0 | B. B. & C. I. |
| 1.28 | 7.01 | 12.8 | 30,83,441 | 9.60 | 2.12 | 11.6 | 21.1 | Burma. |
| 1.68 | 9.01 | 18.1 | 16,78,058 | 10.4 | 2.43 | 13.1 | 26.2 | E. B. |
| 2.07 | 9.35 | 21.4 | 61,26,341 | 11.9 | 3.09 | 14.0 | 32.0 | Jodhpur. |
| 1.71 | 8.03 | 14.2 | 12,72,999 | 11.8 | 2.98 | 14.1 | 24.9 | M. & S. M. |
| 1.43 | 5.57 | 19.6 | 19,60,110 | 6.89 | 2.22 | 8.63 | 30.3 | N. S. |
| 2.32 | 9.64 | 20.5 | 69,67,088 | 11.4 | 3.38 | 12.6 | 29.8 | R. & K. |
| | | | | | | | | S. I. |
| 1.99 | 5.96 | 15.7 | 11,76,980 | 8.70 | 3.64 | 10.9 | 28.8 | 2' 6" & 2' 0" GAUGES. |
| 4.15 | 6.34 | 20.2 | 2,85,855 | 10.2 | 7.39 | 11.3 | 36.0 | B. N. |
| 5.58 | 4.88 | 28.2 | 44,838 | 6.56 | 7.44 | 6.50 | 37.6 | B. B. & C. I. |
| 2.34 | 4.48 | 29.0 | 2,06,141 | 6.35 | 3.61 | 6.91 | 44.4 | E. B. |
| 7.23 | 16.8 | 18.6 | 16,50,299 | 19.9 | 10.2 | 23.7 | 26.3 | G. I. P. |
| 4.65 | 7.63 | 20.9 | 1,19,929 | 11.1 | 7.06 | 11.6 | 31.7 | N. W. |
| | | | | | | | | S. I. |

* Excluding Depreciation or Replacement and Renewals as the case may be.

† Exclusive of value of stores returned to stock Rs. 163.

‡ Excludes credits received for working the Link Rs. 2,02,270 but includes Replacement and Renewals taken in the respective preceding detailed heads.

HICR Accts.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C.—MAINTENANCE OF CARRIAGE

| Railway. | GENERAL ADMINISTRATION—C. I. | | | | COACHING VEHICLES—(a). | |
|--|------------------------------|--------------------------------|--------------------|---|------------------------|--------------------------------|
| | Total. amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. 105 | Amount. | Per 1,000 vehicle miles. |
| 101 | 102 | 103 | 104 | | 106 | 107 |
| 5' 6" GAUGE. | Rs. | Rs. | As. | | Rs. | Rs. |
| Bengal-Nagpur | 6,29,395 | 1.60 | 0.76 | 1.11 | 2,96,817 | 3.33 |
| Bombay, Baroda and Central India | 3,15,562 | 1.75 | 0.80 | 0.84 | 2,71,743 | 4.07 |
| Eastern Bengal | 3,62,316 | 2.20 | 0.80 | 1.17 | 1,51,116 | 1.75 |
| East Indian | 13,55,808 | 1.46 | 0.73 | 1.15 | 5,99,414 | 2.09 |
| Great Indian Peninsula | 9,95,215 | 2.05 | 0.85 | 1.08 | 4,30,546 | 2.31 |
| Madras and Southern Mahratta | 3,30,982 | 2.07 | 0.82 | 1.28 | 1,41,916 | 2.48 |
| Nizam's State | 82,627 | 1.84 | 0.76 | 1.18 | 33,128 | 2.38 |
| North Western | 12,50,033 | 2.06 | 0.87 | 1.10 | 4,01,202 | 1.56 |
| South Indian | 77,363 | 1.28 | 0.34 | 0.76 | 40,085 | 1.26 |
| 3' 3½" GAUGE. | | | | | | |
| Assam-Bengal | 1,29,058 | 1.30 | 0.53 | 0.93 | 38,284 | 0.86 |
| Bengal and North Western | 1,19,382 | 0.56 | 0.22 | 0.71 | ** | ** |
| Bombay, Baroda and Central India | 5,54,608 | 2.41 | 1.10 | 1.98 | 2,15,442 | 2.45 |
| Burma | 3,41,204 | 1.84 | 0.72 | 1.21 | 67,339 | 0.95 |
| Eastern Bengal | 1,70,161 | 1.42 | 0.64 | 1.17 | 1,07,642 | 1.85 |
| Jodhpur | 1,09,210 | 1.73 | 0.85 | 1.71 | 20,489 | 0.98 |
| Madras and Southern Mahratta | 1,96,364 | 1.38 | 0.45 | 1.02 | 63,376 | 1.12 |
| Nizam's State | 58,731 | 2.17 | 0.65 | 1.15 | 16,087 | 1.33 |
| Rohilkund and Kumaon | 30,655 | 0.92 | 0.27 | 0.96 | ** | ** |
| South Indian | 1,98,576 | 1.15 | 0.36 | 0.85 | 74,955 | 0.75 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | |
| Bengal-Nagpur | 41,565 | 1.08 | 0.39 | 1.02 | 49,216 | 2.37 |
| Bombay, Baroda and Central India | 2,815 | 0.54 | 0.11 | 0.35 | 22,906 | 7.02 |
| Eastern Bengal | 801 | 0.70 | 0.12 | 0.67 | 1,620 | 1.51 |
| Great Indian Peninsula | 269 | 0.04 | 0.01 | 0.06 | 3,614 | 1.18 |
| North Western | 44,804 | 2.61 | 0.64 | 0.71 | 26,935 | 3.32 |
| South Indian | 3,193 | 1.29 | 0.31 | 0.84 | 3,654 | 2.01 |

** Included in Workshop Repairs

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund

Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

AND WAGON STOCK.

| RUNNING REPAIRS— [C. II-1 (a)] | | COACHING VEHICLES—(b) WORKSHOP REPAIRS— [C. II-1 (b)] | | | | GOODS VEHICLES—(a) RUNNING REPAIRS— [C. II-3 (a)] | | | | Railway. |
|-----------------------------------|--|--|--------------------------|-----------------|--|--|--------------------------|-----------------|--|-----------------------|
| Per train mile. | Percentage of total working expenses under abstracts A to G. 109 | Amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. 113 | Amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. 117 | |
| 108 | | 110 | 111 | 112 | | 114 | 115 | 116 | | 118 |
| As. | | Rs. | Rs. | As. | | Rs. | Rs. | As. | | 5' 6" GAUGE. |
| 0.36 | 0.52 | 15,88,380 | 17.8 | 1.93 | 2.79 | 11,93,791 | 3.93 | 1.45 | 2.10 | B. N. |
| 0.69 | 0.72 | 14,41,633 | 21.6 | 3.65 | 3.84 | 4,67,972 | 4.14 | 1.19 | 1.25 | B. B. & C. I. |
| 0.34 | 0.49 | 11,73,010 | 13.6 | 2.60 | 3.79 | 2,00,349 | 2.55 | 0.44 | 0.64 | E. B. |
| 0.32 | 0.51 | 33,96,377 | 11.8 | 1.82 | 2.88 | 19,52,643 | 3.05 | 1.05 | 1.66 | E. I. |
| 0.37 | 0.47 | 24,52,139 | 13.2 | 2.11 | 2.68 | 11,73,393 | 3.95 | 1.01 | 1.28 | G. I. P. |
| 0.35 | 0.55 | 8,40,474 | 14.7 | 2.07 | 3.24 | 1,36,573 | 1.33 | 0.34 | 0.53 | M. & S. M. |
| 0.30 | 0.47 | 1,81,471 | 13.1 | 1.66 | 2.59 | 41,529 | 1.33 | 0.38 | 0.59 | N. S. |
| 0.28 | 0.35 | 26,07,117 | 10.2 | 1.82 | 2.29 | 10,68,802 | 3.05 | 0.75 | 0.94 | N. W. |
| 0.18 | 0.39 | 2,49,266 | 8.02 | 1.11 | 2.45 | 27,833 | 1.00 | 0.12 | 0.27 | S. I. |
| 0.16 | 0.28 | 4,35,782 | 9.73 | 1.79 | 3.12 | 67,037 | 1.22 | 0.27 | 0.48 | 3'3 1/2" GAUGE. |
| ** | ** | *6,60,365 | *7.47 | *1.20 | *3.95 | ** | ** | ** | ** | A. B. |
| 0.43 | 0.77 | 9,63,061 | 11.0 | 1.91 | 3.44 | 2,25,366 | 1.59 | 0.45 | 0.80 | B. & N. W. |
| 0.14 | 0.24 | 3,65,126 | 5.12 | 0.77 | 1.29 | 1,63,516 | 1.43 | 0.34 | 0.58 | B. B. & C. I. |
| 0.41 | 0.74 | 7,26,188 | 12.5 | 2.73 | 4.98 | 94,061 | 1.52 | 0.35 | 0.64 | Burma. |
| 0.16 | 0.32 | 1,97,891 | 9.48 | 1.54 | 3.08 | 24,821 | 0.59 | 0.19 | 0.39 | E. B. |
| 0.14 | 0.33 | 5,04,843 | 8.91 | 1.15 | 2.63 | 75,611 | 0.89 | 0.17 | 0.40 | Jodhpur. |
| 0.18 | 0.32 | 1,46,897 | 12.1 | 1.62 | 2.87 | 26,425 | 1.77 | 0.29 | 0.52 | M. & S. M. |
| ** | ** | †1,26,816 | †8.69 | †1.14 | †4.01 | ** | ** | ** | ** | N. S. |
| 0.13 | 0.32 | 5,74,435 | 5.77 | 1.03 | 2.46 | 34,780 | 0.47 | 0.06 | 0.15 | R. & K. |
| 0.46 | 1.20 | 1,92,668 | 9.29 | 1.79 | 4.72 | 42,913 | 2.42 | 0.40 | 1.05 | S. I. |
| 0.91 | 2.88 | 1,082 | 0.33 | 0.04 | 0.14 | 29,379 | 15.4 | 1.16 | 3.69 | 2' 6" & 2' 0" GAUGES. |
| 0.24 | 1.36 | 3,138 | 2.92 | 0.45 | 2.63 | 540 | 7.75 | 0.08 | 0.45 | B. N. |
| 0.11 | 0.78 | 7,816 | 2.55 | 0.24 | 1.68 | 13,288 | 4.32 | 0.41 | 2.86 | B. B. & C. I. |
| 0.39 | 0.43 | 1,82,552 | 22.5 | 2.62 | 2.91 | 42,869 | 4.74 | 0.62 | 0.68 | E. B. |
| 0.35 | 0.97 | 1,833 | 1.01 | 0.18 | 0.49 | 618 | 0.94 | 0.06 | 0.16 | G. I. P. |
| | | | | | | | | | | N. W. |
| | | | | | | | | | | S. I. |

* Includes Running Repairs and Renewals.

† Includes Running Repairs.

30.--Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

| Railway. | TABLE C.—MAINTENANCE OF CARRIAGE | | | | | | |
|--|---|--------------------------------|-----------------------|---|------------|--------------------------------|-----------------------|
| | GOODS VEHICLES—(b) WORKSHOP REPAIRS— [C. II.-3 (b)]. | | | | EQUIPMENT— | | |
| | Amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abs- tracts A to G. | Amount. | Per 1,000 vehicle miles. | Per train mile. |
| | 119 | 120 | 121 | 122 | 123 | 124 | 125 |
| 5' 6" GAUGE. | Ra. | Ra. | As. | | Ra. | Rs | As. |
| Bengal-Nagpur | 31,69,273 | 10.4 | 3.84 | 5.57 | 1,70,316 | 0.43 | 0.21 |
| Bombay, Baroda and Central India | 9,80,972 | 8.67 | 2.49 | 2.62 | 1,26,558 | 0.70 | 0.32 |
| Eastern Bengal | 5,94,888 | 7.58 | 1.32 | 1.92 | 60,876 | 0.36 | 0.13 |
| East Indian | 30,57,928 | 4.77 | 1.64 | 2.59 | 3,52,946 | 0.38 | 0.18 |
| Great Indian Peninsula | 11,90,781 | 4.00 | 1.02 | 1.30 | 2,70,640 | 0.56 | 0.23 |
| Madras and Southern Mahratta | 5,67,266 | 5.54 | 1.39 | 2.18 | 1,42,568 | 0.89 | 0.35 |
| Nizam's State | 2,27,418 | 7.31 | 2.08 | 3.25 | 9,245 | 0.21 | 0.09 |
| North Western | 22,86,597 | 6.52 | 1.60 | 2.01 | 5,97,405 | 0.99 | 0.42 |
| South Indian | 99,213 | 3.43 | 0.44 | 0.98 | 2,904 | 0.05 | 0.01 |
| 3' 3 1/4" GAUGE. | | | | | | | |
| Assam-Bengal | 3,18,721 | 5.81 | 1.31 | 2.28 | 11,154 | 0.11 | 0.05 |
| Bengal and North Western | *4,79,458 | *3.89 | *0.87 | *2.87 | 25,195 | 0.12 | 0.04 |
| Bombay, Baroda and Central India | 4,05,542 | 2.86 | 0.80 | 1.45 | 1,35,377 | 0.59 | 0.27 |
| Burma | 6,63,720 | 5.81 | 1.40 | 2.34 | 63,227 | 0.34 | 0.13 |
| Eastern Bengal | 2,30,124 | 3.71 | 0.87 | 1.58 | 26,184 | 0.22 | 0.10 |
| Jodhpur | 1,25,214 | 2.97 | 0.98 | 1.95 | 6,230 | 0.09 | 0.05 |
| Madras and Southern Mahratta | 2,72,373 | 3.20 | 0.62 | 1.42 | 46,703 | 0.33 | 0.11 |
| Nizam's State | 1,01,091 | 6.77 | 1.11 | 1.98 | 6,158 | 0.23 | 0.07 |
| Robilkund and Kumaon | 174,402 | ‡4.06 | ‡0.67 | ‡2.35 | 5,774 | 0.17 | 0.05 |
| South Indian | 2,94,538 | 4.02 | 0.53 | 1.26 | 87,036 | 0.50 | 0.16 |
| 2' 6" AND 2' 0" GAUGES | | | | | | | |
| Bengal-Nagpur | 90,302 | 5.09 | 0.84 | 2.21 | 1,678 | 0.04 | 0.01 |
| Bombay, Baroda and Central India | 27 | 0.01 | 0.00 | 0.00 | .. | .. | .. |
| Eastern Bengal | 96 | 1.38 | 0.01 | 0.08 | 22 | 0.02 | 0.00 |
| Great Indian Peninsula | 13,893 | 4.52 | 0.43 | 2.99 | 60 | 0.01 | 0.00 |
| North Western | 71,030 | 7.86 | 1.02 | 1.13 | 5,613 | 0.33 | 0.08 |
| South Indian | 538 | 0.82 | 0.05 | 0.14 | 83 | 0.03 | 0.01 |

* Includes Running Repairs and Renewals. ‡ Includes Running Repairs.

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

AND WAGON STOCK—contd.

| (C. II-5) | | TOTAL DINARY REPAIRS AND MAINTENANCE—(C-II). | | | Railway. |
|--|---------------|---|-----------------|--|-----------------------|
| Percentage of total working expenses under abstracts A to G. | Total amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. | |
| 127 | 128 | 129 | 130 | 131 | 132 |
| | Rs. | Rs. | As. | | 5' 0" GAUGE |
| 0.30 | 65,08,131 | 16.6 | 7.80 | 11.4 | B. N. |
| 0.34 | 32,02,732 | 17.8 | 8.12 | 8.54 | B. B. & C. I. |
| 0.19 | 21,81,406 | 13.2 | 4.83 | 7.04 | E. B. |
| 0.30 | 95,36,541 | 10.3 | 5.10 | 8.08 | E. I. |
| 0.29 | 57,25,393 | 11.8 | 4.92 | 6.24 | G. I. P. |
| 0.55 | 19,32,824 | 12.1 | 4.75 | 7.45 | M. & S. M. |
| 0.14 | 5,13,036 | 11.4 | 4.69 | 7.34 | N. S. |
| 0.52 | 72,52,527 | 11.9 | 5.07 | 6.36 | N. W. |
| 0.03 | 4,23,509 | 6.99 | 1.88 | 4.17 | S. I. |
| | | | | | 3' 3½" GAUGE. |
| 0.08 | 8,72,801 | 8.76 | 3.59 | 6.25 | A. B. |
| 0.15 | 11,65,587 | 5.51 | 2.11 | 6.07 | B. & N. W. |
| 0.48 | 19,54,953 | 8.51 | 3.88 | 6.08 | B. B. & C. I. |
| 0.22 | 13,26,101 | 7.15 | 2.79 | 4.68 | Burma. |
| 0.18 | 11,95,448 | 9.95 | 4.50 | 8.19 | E. B. |
| 0.10 | 3,82,742 | 6.07 | 2.98 | 5.97 | Jodhpur. |
| 0.24 | 9,82,307 | 6.93 | 2.23 | 5.12 | M. & S. M. |
| 0.12 | 3,02,988 | 11.2 | 3.34 | 5.93 | N. S. |
| 0.19 | 2,07,030 | 6.29 | 1.86 | 6.55 | R. & K. |
| 0.37 | 10,76,651 | 6.23 | 1.93 | 4.61 | S. I. |
| | | | | | 2' 0" & 2' 0" GAUGES. |
| 0.04 | 3,87,800 | 10.1 | 3.60 | 9.49 | B. N. |
| .. | 88,835 | 17.2 | 3.51 | 11.2 | B. B. & C. I. |
| 0.02 | 5,416 | 4.74 | 0.78 | 4.54 | E. B. |
| 0.01 | 40,100 | 6.33 | 1.23 | 8.63 | G. I. P. |
| 0.09 | 3,72,697 | 21.6 | 5.36 | 5.93 | N. W. |
| 0.02 | 6,726 | 2.72 | 0.65 | 1.78 | S. I. |

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C.—MAINTENANCE OF CARRIAGE

| Railway. | TOTAL OPERATING EXPENSES—(C.-III). | | | |
|--|------------------------------------|--------------------------|-----------------|---|
| | Total amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstract A to G. 137 |
| 133 | 134 | 135 | 136 | 137 |
| 5' 6" GAUGE. | | | | |
| | Rs. | Rs. | As. | |
| Bengal-Nagpur | 6,08,480 | 1.55 | 0.74 | 1.07 |
| Bombay, Baroda and Central India | 4,59,862 | 2.55 | 1.17 | 1.23 |
| Eastern Bengal | 3,95,821 | 2.40 | 0.88 | 1.28 |
| East Indian | 15,54,077 | 1.68 | 0.83 | 1.32 |
| Great Indian Peninsula | 14,28,412 | 2.96 | 1.23 | 1.56 |
| Madras and Southern Mahratta | 2,93,869 | 1.84 | 0.72 | 1.13 |
| Nizam's State | 82,157 | 1.82 | 0.75 | 1.18 |
| North Western | 26,48,851 | 4.36 | 1.85 | 2.33 |
| South Indian | 1,81,563 | 2.99 | 0.81 | 1.79 |
| 3' 3½" GAUGE. | | | | |
| Assam-Bengal | 1,30,320 | 1.31 | 0.54 | 0.93 |
| Bengal and North-Western | 1,17,743 | 0.56 | 0.26 | 0.72 |
| Bombay, Baroda and Central India | 3,75,058 | 1.63 | 0.74 | 1.33 |
| Burma | 1,90,165 | 1.02 | 0.40 | 0.67 |
| Eastern Bengal | 1,68,488 | 1.40 | 0.63 | 1.16 |
| Jodhpur | 55,261 | 0.88 | 0.43 | 0.86 |
| Madras and Southern Mahratta | 1,42,594 | 1.01 | 0.33 | 0.74 |
| Nizam's State | 50,678 | 1.87 | 0.56 | 0.99 |
| Robilkund and Kumaon | 43,462 | 1.32 | 0.39 | 1.37 |
| South Indian | 3,32,595 | 1.92 | 0.59 | 1.42 |
| 2' 6" AND 2' 0" GAUGES. | | | | |
| Bengal-Nagpur | 74,599 | 1.94 | 0.69 | 1.82 |
| Bombay, Baroda and Central India | 16,780 | 3.25 | 0.67 | 2.11 |
| Eastern Bengal | 3,150 | 2.75 | 0.46 | 2.64 |
| Great Indian Peninsula | 10,548 | 1.67 | 0.33 | 2.27 |
| North Western | 1,54,951 | 9.00 | 2.23 | 2.47 |
| South Indian | 9,038 | 3.65 | 0.87 | 2.39 |

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings
Replacement and Renewal Works

AND WAGON STOCK—*concl'd.*

| TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK.—(TOTAL ABSTRACT C.)* | | | | | Railway. |
|---|--------------------------|-----------------|--|---------------|-----------------------|
| Total amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. 141 | | |
| 138 | 139 | 140 | | 142 | |
| Rs. | Rs. | As. | | 5' 6" GAUGE. | |
| 77,46,006 | 19·7 | 9·39 | 13·6 | B. N. | |
| 39,78,156 | 22·1 | 10·1 | 10·6 | B. B. & C. I. | |
| 29,39,543 | 17·8 | 6·51 | 9·49 | E. B. | |
| 1,24,46,426 | 13·4 | 6·66 | 10·6 | E. I. | |
| 81,49,020 | 16·9 | 7·00 | 8·88 | G. I. P. | |
| 25,57,675 | 16·0 | 6·29 | 9·87 | M. & S. M. | |
| 6,77,820 | 15·1 | 6·20 | 9·70 | N. S. | |
| 1,11,51,411 | 18·4 | 7·79 | 9·79 | N. W. | |
| 6,82,435 | 11·3 | 3·03 | 6·72 | S. I. | |
| 11,32,179 | 11·4 | 4·66 | 8·10 | A. B. | 3' 3½" GAUGE. |
| †14,02,712 | 6·63 | 2·59 | 8·40 | B. & N. W. | |
| 28,84,619 | 12·5 | 5·72 | 10·3 | B. B. & C. I. | |
| 18,57,530 | 10·0 | 3·91 | 6·56 | Burma. | |
| 15,34,097 | 12·8 | 5·77 | 10·5 | E. B. | |
| 5,47,213 | 8·68 | 4·26 | 8·54 | Jodhpur. | |
| 13,21,265 | 9·31 | 3·01 | 6·88 | M. & S. M. | |
| 4,12,397 | 15·2 | 4·55 | 8·07 | N. S. | |
| ‡2,81,147 | 8·54 | 2·52 | 8·88 | R. & K. | |
| 16,07,822 | 9·30 | 2·88 | 6·88 | S. I. | |
| 5,03,964 | 13·1 | 4·68 | 12·3 | B. N. | 2' 6" & 2' 0" GAUGES. |
| 1,08,430 | 21·0 | 4·20 | 13·6 | B. B. & C. I. | |
| 9,367 | 8·19 | 1·36 | 7·85 | E. B. | |
| 50,917 | 8·04 | 1·57 | 11·0 | G. I. P. | |
| 5,72,452 | 33·2 | 8·23 | 9·11 | N. W. | |
| 18,957 | 7·66 | 1·83 | 5·01 | S. I. | |

*Excluding Depreciation or Replacement and Renewals as the case may be.

† Excludes credits received for working the Link Rs. 44,401 but includes Replacement and Renewals taken in the respective preceding detailed head.

‡ Exclusive of value of stores returned to stock Rs. 40.

HICKACCTIS.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C (a)—MAINTENANCE

| Railway. | GENERAL ADMINISTRATION—C (a) 1. | | | | SUB-STATION, OVERHEAD EQUIPMENT AND TRANSMISSION LINES—ORDINARY REPAIRS AND MAINTENANCE [C (a) II 1 AND 2]. | | | | MULTIPLE UNIT STOCK [C (a) II 3 (i) + 4 (a) i]. | |
|----------------------------------|---------------------------------|--------------------------|-----------------|--|---|--------------------------|-----------------|--|---|--------------------------|
| | Total amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. 147 | Total amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. 151 | Total amount. | Per 1,000 vehicle miles. |
| 143 | 144 | 145 | 146 | 147 | 148 | 149 | 140 | 151 | 152 | 153 |
| 5' 6" GAUGE. | Rs. | Rs. | As. | | Rs. | Rs. | As. | | Rs. | Rs. |
| Bombay, Baroda and Central India | 3,06,413 | 1.57 | 0.58 | 0.82 | 61,296 | 4.09 | 0.47 | 0.17 | 82,323 | 5.49 |
| Great Indian Peninsula | 4,83,434 | 6.72 | 1.46 | 0.53 | 5,14,203 | 7.16 | 1.54 | 0.55 | 1,87,907 | 14.8 |
| 3' 3½" GAUGE. | | | | | | | | | | |
| South Indian | 54,685 | 8.85 | 1.05 | 0.23 | 42,764 | 6.92 | 0.82 | 0.18 | 37,644 | 16.3 |

TABLE C (a)—MAINTENANCE

| Railway. | ELECTRIC LOCOMOTIVES—WORKSHOP REPAIRS —[C (a) II 3 (b) ii + 4 (b) ii]. | | | | EQUIPMENT (OTHER THAN POWER STATION) AND OTHER ITEMS. [C (a) II 5—9]. | | | | TOTAL—ORDINARY AND MAINTENANCE [C (a)] | |
|-----------------------------------|--|--------------------------|-----------------|--|---|--------------------------|-----------------|--|--|--------------------------|
| | Total amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per 1,000 vehicle miles. |
| 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 |
| 5' 6" GAUGE. | Rs. | Rs. | As. | | Rs. | Rs. | As. | | Rs. | Rs. |
| Bombay, Baroda and Central India. | .. | .. | .. | .. | 7,13,717 | 4.24 | 1.41 | 1.90 | 8,61,639 | 4.42 |
| Great Indian Peninsula | 2,60,848 | 4.40 | 1.04 | 0.29 | 1,16,727 | 1.62 | 0.35 | 0.12 | 17,92,420 | 24.9 |
| 3' 3½" GAUGE. | | | | | | | | | | |
| South Indian | 1,029 | 0.66 | 0.26 | 0.00 | 6,011 | 0.98 | 0.12 | 0.03 | 94,690 | 15.3 |

TABLE C (a)—MAINTENANCE

| Railway. | OIL, WASTE AND OTHER STORES. [C (a) III 4]. | | | | TOTAL OPERATING EXPENSES. [C (a) III]. | | | |
|-----------------------------------|---|--------------------------|-----------------|--|--|--------------------------|-----------------|--|
| | Total amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. |
| 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 |
| 5' 6" GAUGE. | Rs. | Rs. | As. | | Rs. | Rs. | As. | |
| Bombay, Baroda and Central India. | 14,532 | 0.97 | 0.11 | 0.04 | 18,42,611 | 9.45 | 3.52 | 4.91 |
| Great Indian Peninsula | 81,466 | 2.94 | 0.54 | 0.09 | 50,82,578 | 70.7 | 15.3 | 5.54 |
| 3' 3½" GAUGE. | | | | | | | | |
| South Indian | 8,160 | 1.32 | 0.16 | 0.04 | 2,67,990 | 43.4 | 5.15 | 1.15 |

NOTE.—The figures shown against the B. B. and C. I. Railway are only approximates as the original

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

NANCE OF ELECTRIC SERVICE.

| —RUNNING REPAIRS. | | MULTIPLE UNIT STOCK—WORKSHOP REPAIRS— [C(a) II 3 (b) i + 4 (b) i]. | | | | ELECTRIC LOCOMOTIVES—RUNNING REPAIRS —[C (a) II 3(a) ii + 4 (a) ii]. | | | | Railway. |
|--------------------|---|---|--------------------------------|--------------------|---|---|--------------------------------|--------------------|---|---------------|
| Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. | |
| 154 | 155 | 156 | 157 | 158 | 159 | 160 | 161 | 162 | 163 | 164 |
| As. | | Rs. | Rs. | As. | | Rs. | Rs. | As. | | 5' 6" GAUGE. |
| 0.64 | 0.22 | .. | .. | .. | .. | 4,303 | 0.29 | 0.03 | 0.01 | B. B. & C. I. |
| 0.95 | 0.21 | 4,37,552 | 34.5 | 2.20 | 0.48 | 2,75,183 | 4.65 | 2.06 | 0.30 | G. I. P. |
| 0.78 | 0.17 | 5,389 | 2.33 | 0.11 | 0.02 | 1,853 | 1.18 | 0.46 | 0.00 | 3' 3½" GAUGE. |
| | | | | | | | | | | S. I. |

OF ELECTRIC SERVICE—contd.

| REPAIRS NANCE. II]. | | RUNNING STAFF—OPERATING EXPENSES. [C(a) III 1]. | | | | ELECTRIC CURRENT (FOR TRACTION PURPOSES ONLY). [C(a) III 2]. | | | | Railway |
|---------------------------|---|--|--------------------------------|--------------------|---|---|--------------------------------|--------------------|---|---------------|
| Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. | |
| 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 185 | 186 |
| As. | | Rs. | Rs. | As. | | Rs. | Rs. | As. | | 5' 6" GAUGE. |
| 1.64 | 2.30 | 4,12,771 | 27.5 | 3.18 | 1.10 | 10,81,509 | 72.2 | 8.33 | 2.88 | B. B. & C. I. |
| 5.39 | 1.95 | 16,51,506 | 48.1 | 10.6 | 1.80 | 32,54,331 | 91.8 | 18.7 | 3.54 | G. I. P. |
| 1.82 | 0.40 | 49,061 | 7.95 | 0.95 | 0.21 | 1,83,487 | 29.7 | 3.52 | 0.78 | 3' 3½" GAUGE. |
| | | | | | | | | | | S. I. |

OF ELECTRIC SERVICE—concl.

| TOTAL MAINTENANCE OF ELECTRIC SERVICE [TOTAL ABSTRACT C(a)].* | | | | | Railway. |
|--|-----------------------------|-----------------|---|---------------|----------|
| Total amount. | Per 1,000 vehicle miles. | Per train mile. | Percentage of total working expenses under abstracts A to G. | | |
| 196 | 197 | 198 | 199 | 200 | |
| Rs. | Rs. | As. | | 5' 6" GAUGE. | |
| 30,10,663 | 15.4 | 5.74 | 8.03 | B. B. & C. I. | |
| 73,58,432 | 102.4 | 22.2 | 8.02 | G. I. P. | |
| 4,17,365 | 67.6 | 8.02 | 1.78 | 3' 3½" GAUGE. | |
| | | | | S. I. | |

figures furnished by this Railway have been recast on the lines of the G. I. P. Railway Statement.
* Excluding Depreciation or Replacements and Renewals as the case may be.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

| Railway. | TABLE E.—EXPENSES | | | |
|--|--------------------------------|-----------------|--|---------------|
| | GENERAL ADMINISTRATION—(E. I.) | | | STATION |
| | Total amount. | Per train mile. | Percentage of total working expenses under abstracts A to G. 204 | Total amount. |
| 201 | 202 | 203 | 204 | 205 |
| 5' 6" GAUGE. | Rs. | As. | | Rs. |
| Bengal-Nagpur | 13,28,864 | 1·61 | 2·33 | 45,69,732 |
| Bombay, Baroda and Central India | 8,05,848 | 2·04 | 2·15 | 40,73,706 |
| Eastern Bengal | 7,35,073 | 1·63 | 2·37 | 31,35,642 |
| East Indian | 25,74,942 | 1·38 | 2·18 | 1,09,85,974 |
| Great Indian Peninsula | 16,57,889 | 1·22 | 1·81 | 67,20,119 |
| Madras and Southern Mahratta | 4,10,796 | 1·01 | 1·58 | 21,37,010 |
| Nizam's State | 1,32,208 | 1·21 | 1·89 | 4,68,099 |
| North Western | 20,59,708 | 1·44 | 1·81 | 1,15,63,696 |
| South Indian | 1,73,625 | 0·77 | 1·71 | 6,50,767 |
| 3' 3½" GAUGE. | | | | |
| Assam-Bengal | 3,58,217 | 1·47 | 2·57 | 11,55,719 |
| Bengal and North Western | 5,06,179 | 0·92 | 3·03 | 15,49,898 |
| Bombay, Baroda and Central India | 5,16,653 | 1·03 | 1·85 | 22,85,917 |
| Burma | 6,49,070 | 1·37 | 2·29 | 22,48,946 |
| Eastern Bengal | 3,93,925 | 1·48 | 2·70 | 13,29,651 |
| Jodhpur | 1,30,869 | 1·02 | 2·04 | 3,40,767 |
| Madras and Southern Mahratta | 3,60,745 | 0·82 | 1·88 | 18,00,452 |
| Nizam's State | 95,731 | 1·06 | 1·87 | 4,27,614 |
| Rohilkund and Kumaon | 91,671 | 0·83 | 2·89 | 2,86,084 |
| South Indian | 4,17,666 | 0·69 | 1·79 | 18,06,028 |
| 2' 6" & 2' 0" GAUGES. | | | | |
| Bengal-Nagpur | 66,124 | 0·61 | 1·61 | 3,62,325 |
| Bombay, Baroda and Central India | 5,756 | 0·23 | 0·72 | 53,570 |
| Eastern Bengal | 2,550 | 0·37 | 2·14 | 16,093 |
| Great Indian Peninsula | .. | .. | .. | 43,538 |
| North Western | 1,07,785 | 1·55 | 1·72 | 4,24,614 |
| South Indian | 15,056 | 1·45 | 3·98 | 23,956 |

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

OF TRAFFIC DEPARTMENT.

| STAFF—E. III. 1 (b). | | TRAIN STAFF INCLUDING THEIR MILEAGE AND OVERTIME—E. III. 1 (c & d). | | | Railway. |
|----------------------------------|---|--|----------------------------------|---|----------------------|
| Per train mile. 206 | Percentage of total working ex- penses under abs- tracts A to G. 207 | Total amount. 208 | Per train mile. 209 | Percentage of total working ex- penses under abs- tracts A to G. 210 | |
| As. | | Rs | As. | | 5' 6" GAUGE. |
| 5.54 | 8.03 | 13,49,211 | 1.63 | 2.37 | B. N. |
| 10.3 | 10.9 | 6,10,870 | 1.54 | 1.63 | B. B. & C. I. |
| 6.94 | 10.1 | 6,44,255 | 1.43 | 2.08 | E. B. |
| 5.88 | 9.31 | 29,28,651 | 1.57 | 2.48 | E. I. |
| 4.94 | 7.32 | 16,12,420 | 1.18 | 1.76 | G. I. P. |
| 5.25 | 8.24 | 4,42,106 | 1.09 | 1.70 | M & S. M. |
| 4.28 | 6.69 | 1,15,713 | 1.06 | 1.65 | N. S. |
| 8.08 | 10.1 | 20,01,284 | 1.40 | 1.76 | N. W. |
| 2.88 | 6.41 | 2,06,118 | 0.92 | 2.03 | S. I. |
| | | | | | 3' 3½" GAUGE. |
| 4.75 | 8.28 | 2,36,678 | 0.98 | 1.70 | A. B. |
| 2.82 | 9.27 | 4,10,071 | 0.75 | 2.45 | B. & N. W. |
| 4.54 | 8.16 | 5,77,281 | 1.14 | 2.05 | B. B. & C. I. |
| 4.73 | 7.94 | 4,95,752 | 1.06 | 1.75 | Burma. |
| 5.00 | 9.11 | 3,33,065 | 1.25 | 2.28 | E. F. |
| 2.65 | 5.32 | 94,523 | 0.74 | 1.47 | Jodhpur. |
| 4.10 | 9.38 | 4,56,287 | 1.03 | 2.37 | M. & S. M. |
| 4.72 | 8.37 | 92,852 | 1.02 | 1.82 | N. S. |
| 2.57 | 9.04 | ‡63,307 | ‡0.57 | ‡2.00 | R. & K. |
| 2.97 | 7.73 | 4,89,577 | 0.81 | 2.09 | S. I. |
| | | | | | 2' 6" & 2' 0" GAUGE. |
| 3.37 | 8.87 | 1,30,213 | 1.21 | 3.19 | B. N. |
| 2.12 | 6.74 | 10,495 | 0.41 | 1.32 | B. B. & C. I. |
| 2.33 | 13.5 | 395 | 0.06 | 0.34 | E. B. |
| 1.34 | 9.37 | 11,189 | 0.34 | 2.41 | G. I. P. |
| 6.10 | 6.76 | 1,17,228 | 1.69 | 1.87 | N. W. |
| 2.31 | 6.34 | 9,978 | 0.97 | 2.64 | S. I. |

‡Includes Travelling Ticket Examining Staff.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

| Railway. | TABLE E.—EXPENSES OF | | | | | |
|--|---------------------------------|-----------------|--|---|-----------------|--|
| | OTHER STAFF.—E. III. 1 (a & c). | | | FIRES, LIGHTS, GENERAL STORES, WATER FOR STATIONS, SHEDS AND TRAINS AND ALSO WATER FOR TRANSIT—(E. III. 2 & 3.) | | |
| | Total amount. | Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount | Per train mile. | Percentage of total working expenses under abstracts A to G. |
| 212 | 213 | 214 | 215 | 216 | 217 | 218 |
| 5' 6" GAUGE. | Rs. | As. | | Rs. | As. | |
| Bengal-Nagpur | 3,99,540 | 0·48 | 0·70 | 5,62,728 | 0·68 | 0·99 |
| Bombay, Baroda and Central India | 3,95,299 | 1·00 | 1·06 | 1,87,743 | 0·48 | 0·50 |
| Eastern Bengal | 3,76,258 | 0·83 | 1·22 | 3,28,723 | 0·73 | 1·06 |
| East Indian | 12,29,098 | 0·66 | 1·04 | 16,63,664 | 0·89 | 1·41 |
| Great Indian Peninsula | 8,36,317 | 0·61 | 0·91 | 10,73,041 | 0·79 | 1·17 |
| Madras and Southern Mahratta | 1,49,574 | 0·37 | 0·58 | 3,68,126 | 0·91 | 1·42 |
| Nizam's State | 39,579 | 0·36 | 0·57 | 53,287 | 0·49 | 0·76 |
| North Western | 5,73,314 | 0·40 | 0·50 | ‡22,67,802 | 1·58 | 1·99 |
| South Indian | 1,00,647 | 0·44 | 0·99 | 1,44,155 | 0·64 | 1·43 |
| 3' 3½" GAUGE. | | | | | | |
| Assam-Bengal | 1,41,555 | 0·59 | 1·03 | 1,98,926 | 0·82 | 1·42 |
| Bengal and North-Western | .. | .. | .. | 3,52,637 | 0·64 | 2·11 |
| Bombay, Baroda and Central India | 3,57,825 | 0·71 | 1·27 | 1,25,731 | 0·25 | 0·45 |
| Burma | 2,51,321 | 0·53 | 0·89 | 2,81,892 | 0·59 | 0·99 |
| Eastern Bengal | 2,01,569 | 0·76 | 1·38 | 1,48,007 | 0·56 | 1·02 |
| Jodhpur | 36,822 | 0·28 | 0·58 | 1,32,659 | 1·03 | 2·07 |
| Madras and Southern Mahratta | 1,31,253 | 0·30 | 0·69 | 2,61,992 | 0·60 | 1·36 |
| Nizam's State | 31,271 | 0·34 | 0·61 | 49,116 | 0·54 | 0·96 |
| Rohilkund and Kumaon | *14,432 | *0·13 | *0·46 | 68,831 | 0·62 | 2·18 |
| South Indian | 2,35,538 | 0·39 | 1·01 | 4,16,208 | 0·68 | 1·78 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | |
| Bengal-Nagpur | 22,673 | 0·21 | 0·55 | 62,436 | 0·58 | 1·53 |
| Bombay, Baroda and Central India | 2,865 | 0·11 | 0·36 | 2,121 | 0·08 | 0·27 |
| Eastern Bengal | 1,114 | 0·16 | 0·93 | 3 | 0·00 | 0·00 |
| Great Indian Peninsula | 2,876 | 0·10 | 0·62 | 3,810 | 0·12 | 0·81 |
| North Western | 32,181 | 0·46 | 0·51 | ‡91,125 | 1·31 | 1·45 |
| South Indian | 12,746 | 1·23 | 3·37 | 1,754 | 0·17 | 0·47 |

* Does not include Travelling ticket Examining Staff.

‡ Includes Rs. 11,50,976 on account of lighting charges

‡ do. Rs. 28,696 do.

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

TRAFFIC DEPARTMENT—contd.

| CLOTHING—(E.-III-4.) | | | STATIONERY FORMS AND TICKETS—(E.-III-5.) | | | COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED—(E.-III-10.) | | | Railway. |
|----------------------|-----------------|--|--|-----------------|--|--|-----------------|--|-----------------------|
| Total amount. | Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per train mile. | Percentage of total working expenses under abstracts A to G. | |
| 219 | 220 | 221 | 222 | 223 | 224 | 225 | 226 | 227 | 228 |
| Rs. | As. | | Rs. | As. | | Rs. | As. | | 5' 6" GAUGES. |
| 93,888 | 0·11 | 0·16 | 1,63,992 | 0·20 | 0·29 | 21,123 | 0·02 | 0·04 | B. N. |
| 43,676 | 0·11 | 0·12 | 1,60,613 | 0·41 | 0·43 | 19,401 | 0·05 | 0·05 | B. B. & C. I. |
| 30,509 | 0·07 | 0·10 | 1,66,104 | 0·37 | 0·54 | 23,725 | 0·05 | 0·08 | E. B. |
| 3,04,542 | 0·16 | 0·26 | 4,45,724 | 0·24 | 0·38 | 59,418 | 0·03 | 0·05 | E. I. |
| 71,365 | 0·05 | 0·08 | 2,52,390 | 0·19 | 0·28 | 46,817 | 0·03 | 0·05 | G. I. P. |
| 28,975 | 0·07 | 0·11 | 99,406 | 0·24 | 0·38 | 9,512 | 0·02 | 0·04 | M. & S. M. |
| 12,243 | 0·11 | 0·17 | 38,001 | 0·35 | 0·54 | 4,471 | 0·04 | 0·06 | N. S. |
| 2,72,964 | 0·19 | 0·24 | 5,11,535 | 0·36 | 0·45 | 75,382 | 0·05 | 0·07 | N. W. |
| 6,651 | 0·03 | 0·07 | 92,287 | 0·41 | 0·91 | 2,900 | 0·01 | 0·03 | S. I. |
| 7,759 | 0·03 | 0·06 | 63,890 | 0·26 | 0·46 | 5,016 | 0·02 | 0·04 | 3' 3½" GAUGES. |
| 50,020 | 0·09 | 0·30 | 1,07,976 | 0·20 | 0·65 | 10,051 | 0·00 | 0·06 | A. B. |
| 26,028 | 0·05 | 0·09 | 1,01,272 | 0·20 | 0·36 | 14,487 | 0·03 | 0·05 | B. & N. W. |
| 24,328 | 0·05 | 0·09 | 1,07,060 | 0·22 | 0·38 | 8,336 | 0·02 | 0·03 | B. B. & C. I. |
| 16,349 | 0·06 | 0·11 | 89,010 | 0·34 | 0·61 | 13,435 | 0·05 | 0·09 | Burma. |
| 9,098 | 0·07 | 0·14 | 35,824 | 0·28 | 0·56 | 2,967 | 0·02 | 0·05 | E. B. |
| 23,216 | 0·05 | 0·12 | 1,20,622 | 0·27 | 0·63 | 10,454 | 0·02 | 0·05 | Jodhpur |
| 9,772 | 0·11 | 0·19 | 25,165 | 0·28 | 0·49 | 4,572 | 0·05 | 0·09 | M. & S. M. |
| 12,422 | 0·11 | 0·39 | 28,703 | 0·26 | 0·90 | 948 | 0·01 | 0·03 | N. S. |
| 22,434 | 0·04 | 0·10 | 1,68,826 | 0·28 | 0·72 | 7,151 | 0·01 | 0·03 | R. & K. |
| 7,242 | 0·07 | 0·18 | 4,207 | 0·04 | 0·10 | .. | .. | .. | S. I. |
| 698 | 0·03 | 0·09 | 6,658 | 0·26 | 0·84 | 20 | 0·00 | 0·00 | 2' 6" & 2' 0" GAUGES. |
| 106 | 0·02 | 0·09 | 577 | 0·08 | 0·48 | 7 | 0·00 | 0·01 | B. N. |
| 454 | 0·01 | 0·10 | 110 | 0·00 | 0·02 | .. | .. | .. | B. B. & C. I. |
| 10,798 | 0·16 | 0·17 | 24,386 | 0·35 | 0·39 | 3,627 | 0·05 | 0·06 | E. B. |
| 641 | 0·06 | 0·17 | 4,284 | 0·41 | 1·13 | .. | .. | .. | G. I. P. |
| | | | | | | | | | N. W. |
| | | | | | | | | | S. I. |

in trains, booked in accounts against C-III.
do. do.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—*concl.*

| Railway. | TOTAL OPERATING EXPENSES—(E.III). | | | TOTAL EXPENSES OF TRAFFIC DEPARTMENT (TOTAL ABSTRACT E.)* | | |
|--|-----------------------------------|-----------------|--|--|-----------------|--|
| | Total amount. | Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per train mile. | Percentage of total working expenses under abstracts A to G. |
| 229 | 230 | 231 | 232 | 233 | 234 | 235 |
| 5' 6' GAUGE. | Rs. | As. | | Rs. | As. | |
| Bengal-Nagpur | 85,97,027 | 10·4 | 15·1 | 99,81,398 | 12·1 | 17·5 |
| Bombay, Baroda and Central India | 59,95,710 | 15·2 | 16·0 | 69,50,603 | 17·6 | 18·5 |
| Eastern Bengal | 48,43,651 | 10·7 | 15·6 | 56,41,775 | 12·5 | 18·2 |
| East Indian | 2,02,27,207 | 10·8 | 17·1 | 2,31,12,212 | 12·4 | 19·6 |
| Great Indian Peninsula | 1,15,22,034 | 8·46 | 12·6 | 1,33,21,449 | 9·78 | 14·5 |
| Madras and Southern Mahratta | 34,41,979 | 8·46 | 13·3 | 38,94,184 | 9·57 | 15·0 |
| Nizam's State | 9,15,816 | 8·38 | 13·1 | 10,50,583 | 9·61 | 15·0 |
| North Western | 1,55,28,537 | 10·9 | 13·6 | 1,77,91,463 | 12·4 | 15·6 |
| South Indian | 11,04,106 | 4·89 | 10·9 | 12,86,516 | 5·70 | 12·7 |
| 3' 3½' GAUGE. | | | | | | |
| Assam-Bengal | 20,59,351 | 8·47 | 14·8 | 24,26,803 | 9·98 | 17·4 |
| Bengal and North-Western | 28,00,249 | 4·72 | 16·7 | 533,06,428 | 5·64 | 19·8 |
| Bombay, Baroda and Central India | 36,94,476 | 7·33 | 13·2 | 42,56,931 | 8·45 | 15·2 |
| Burma | 36,83,791 | 7·75 | 13·0 | 43,64,555 | 9·19 | 15·4 |
| Eastern Bengal | 21,97,171 | 8·27 | 15·1 | 26,20,874 | 9·86 | 18·0 |
| Jodhpur | 8,31,305 | 6·47 | 13·0 | 9,84,899 | 7·67 | 15·4 |
| Madras and Southern Mahratta | 28,76,513 | 6·54 | 15·0 | 32,58,942 | 7·41 | 17·0 |
| Nizam's State | 7,06,880 | 7·80 | 13·8 | 8,06,474 | 8·90 | 15·8 |
| Rohilkund and Kumaon | 3,84,144 | 3·46 | 12·1 | 4,83,224 | 4·39 | 15·4 |
| South Indian | 32,08,825 | 5·28 | 13·7 | 36,43,750 | 6·00 | 15·6 |
| 2' 6" AND 2' 0" GAUGES | | | | | | |
| Bengal Nagpur | 6,38,199 | 5·93 | 15·6 | 7,08,159 | 6·58 | 17·3 |
| Bombay, Baroda and Central India | 1,17,719 | 4·65 | 14·8 | 1,30,446 | 5·16 | 16·4 |
| Eastern Bengal | 18,713 | 2·72 | 15·7 | 21,473 | 3·11 | 18·0 |
| Great India Peninsula | 67,643 | 2·08 | 14·6 | 67,911 | 2·09 | 14·6 |
| North Western | 6,87,112 | 9·88 | 10·9 | 8,04,220 | 11·6 | 12·8 |
| South Indian | 53,490 | 5·17 | 14·2 | 68,913 | 6·66 | 18·2 |

* Excluding Depreciation or Replacement and Renewals as the case may be.

† Exclusive of value of stores returned to stock Rs. 1,113.

‡ Excludes credits received for working the Link Rs. 59,201, but includes Replacement and Renewals taken under the respective preceding heads.

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.
Replacement and Renewal Works

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.

| GENERAL ADMINISTRATION, HOME EXPENDITURE—(F. I. 1 to 4.) | | | AGENT'S OFFICE—[F. I. 5 (a)] | | | ACCOUNTS AND AUDIT DEPARTMENT—[F. I. 5 (b)] | | | STORES DEPARTMENT—[F. I. 5 (c)] | | | Railway. |
|--|-----------------|--|------------------------------|-----------------|--|---|-----------------|--|---------------------------------|-----------------|--|-----------------------|
| Total amount. | Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per train mile. | Percentage of total working expenses under abstracts A to G. | Total amount. | Per train mile. | Percentage of total working expenses under abstracts A to G. | |
| 236 | 237 | 238 | 239 | 240 | 241 | 242 | 243 | 244 | 245 | 246 | 247 | 248 |
| Rs. | As. | | Rs. | As. | | Rs. | As. | | Rs. | As. | | |
| 3,08,931 | 0.37 | 0.54 | 4,39,944 | 0.53 | 0.77 | 10,94,678 | 1.33 | 1.93 | 5,93,243 | 0.72 | 1.04 | 5' 6" GAUGE. |
| 1,92,118 | 0.49 | 0.51 | 3,20,137 | 0.81 | 0.85 | 7,32,834 | 1.86 | 1.95 | 4,43,718 | 1.12 | 1.18 | B. N. |
| .. | .. | .. | 3,65,637 | 0.81 | 1.18 | 6,65,947 | 1.48 | 2.15 | 3,39,583 | 0.75 | 1.09 | B. B. & C. I. |
| 262 | 0.00 | 0.00 | 3,88,590 | 0.21 | 0.33 | 26,03,318 | 1.39 | 2.21 | 12,22,215 | 0.65 | 1.04 | E. B. |
| .. | .. | .. | 3,04,299 | 0.22 | 0.33 | 17,48,336 | 1.28 | 1.90 | 7,13,083 | 0.52 | 0.78 | E. I. |
| 1,76,277 | 0.43 | 0.68 | 1,83,329 | 0.45 | 0.71 | 4,63,302 | 1.14 | 1.78 | 2,18,363 | 0.54 | 0.84 | G. I. P. |
| 91,865 | 0.84 | 1.31 | 1,55,544 | 1.42 | 2.22 | 1,87,233 | 1.71 | 2.68 | 87,931 | 0.80 | 1.26 | M. & S. M. |
| †1,07,066 | †0.08 | †0.09 | †10,35,888 | †0.73 | †0.91 | †25,80,423 | †1.80 | †2.26 | †9,65,694 | †0.68 | †0.85 | N. S. |
| 99,747 | 0.44 | 0.98 | 1,01,805 | 0.45 | 1.00 | 2,54,365 | 1.13 | 2.51 | 1,52,979 | 0.68 | 1.51 | N. W. |
| | | | | | | | | | | | | S. I. |
| 1,74,263 | 0.72 | 1.25 | 1,39,434 | 0.57 | 1.00 | 2,76,500 | 1.14 | 1.98 | 1,13,345 | 0.47 | 0.81 | 3' 3 1/4" GAUGE. |
| 2,37,591 | 0.43 | 1.42 | 1,29,260 | 0.24 | 0.77 | 4,60,817 | 0.84 | 2.76 | 75,612 | 0.14 | 0.45 | A. B. |
| 2,43,800 | 0.48 | 0.87 | 2,39,190 | 0.47 | 0.85 | 5,47,224 | 1.09 | 1.95 | 3,02,250 | 0.60 | 1.08 | B. & N. W. |
| .. | .. | .. | 3,31,251 | 0.70 | 1.17 | 4,27,315 | 0.90 | 1.51 | 1,63,756 | 0.34 | 0.58 | B. B. & C. I. |
| .. | .. | .. | 1,86,933 | 0.70 | 1.28 | 3,40,468 | 1.28 | 2.34 | 87,375 | 0.33 | 0.60 | Burma. |
| 73,286 | 0.57 | 1.14 | 76,289 | 0.59 | 1.19 | 1,84,396 | 1.44 | 2.88 | 78,017 | 0.61 | 1.23 | E. B. |
| 2,12,743 | 0.48 | 1.11 | 1,38,747 | 0.32 | 0.72 | 3,17,740 | 0.72 | 1.65 | 1,37,398 | 0.31 | 0.72 | Joashpur. |
| 66,519 | 0.73 | 1.30 | 1,13,357 | 1.25 | 2.22 | 1,34,021 | 1.49 | 2.63 | 63,776 | 0.70 | 1.25 | M. & S. M. |
| 76,609 | 0.68 | 2.42 | 50,402 | 0.45 | 1.59 | 1,33,483 | 1.20 | 4.22 | 20,819 | 0.19 | 0.66 | N. S. |
| 2,33,023 | 0.38 | 1.00 | 1,91,342 | 0.32 | 0.82 | 5,06,913 | 0.81 | 2.17 | 3,03,476 | 0.50 | 1.30 | R. & K. |
| | | | | | | | | | | | | S. I. |
| 1,02,420 | 0.95 | 2.51 | 15,696 | 0.15 | 0.38 | 44,560 | 0.41 | 1.09 | 20,894 | 0.19 | 0.51 | 2' 6" & 2' 0" GAUGES. |
| 5,783 | 0.23 | 0.73 | 6,439 | 0.25 | 0.81 | 16,400 | 0.65 | 2.06 | 1,439 | 0.06 | 0.18 | B. N. |
| .. | .. | .. | 1,375 | 0.20 | 1.15 | 2,505 | 0.37 | 2.10 | 561 | 0.08 | 0.47 | B. B. & C. I. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | E. B. |
| †1,005 | †0.02 | †0.03 | †23,182 | †0.33 | †0.37 | †42,417 | †0.61 | †0.67 | †12,423 | †0.18 | †0.20 | G. I. P. |
| 8,454 | 0.81 | 2.24 | 1,089 | 0.11 | 0.29 | 4,252 | 0.41 | 1.12 | 3,349 | 0.32 | 0.89 | N. W. |
| | | | | | | | | | | | | S. I. |

†Includes expenditure on a/c of leave allowances paid in England, booked in a/c's under the detailed head 'F. I. 4 (a) to (g)'. Rs. 1,06,867.

‡Excludes expenditure on a/c of 'Leave Allowances paid in England' booked in a/c's under the detailed head 'F. I. 4 (a) to (g)'.
S/CRAccts

30 — Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

| Railway. | TABLE F.—EXPENSES OF | | | | | | | | |
|--|---------------------------------------|-----------------------|--|--------------------------|-----------------------|---|-----------------------|-----------------------|--|
| | MEDICAL DEPARTMENT— [F. I. 5 (e)]. | | | TELEGRAPH—[F. I. 5 (f)]. | | | POLICE—[F. I. 5 (g)]. | | |
| | Total amount. | Per train mile. | Percent- age of total working expens- es under abstracts A to G. | Total amount. | Per train mile. | Percentage of total working expens- es under abstracts A to G. | Total amount. | Per train mile. | Percent- age of total working expens- es under abstracts A to G. |
| 249 | 250 | 251 | 252 | 253 | 254 | 255 | 256 | 257 | 258 |
| 5' 6" GAUGES. | Rs. | As. | | Rs. | As. | | Rs. | As. | |
| Bengal-Nagpur | 5,51,757 | 0·67 | 0·97 | 3,75,645 | 0·46 | 0·66 | 4,74,366 | 0·57 | 0·83 |
| Bombay, Baroda and Central India | 2,76,483 | 0·70 | 0·74 | 3,34,503 | 0·85 | 0·89 | 4,45,300 | 1·13 | 1·19 |
| Eastern Bengal | 3,05,876 | 0·68 | 0·99 | 1,50,133 | 0·33 | 0·48 | 3,24,471 | 0·72 | 1·05 |
| East Indian | 8,49,959 | 0·46 | 0·72 | 5,78,769 | 0·31 | 0·49 | 7,79,840 | 0·42 | 0·66 |
| Great Indian Peninsula | 5,98,222 | 0·44 | 0·65 | 11,43,544 | 0·84 | 1·25 | 4,27,769 | 0·32 | 0·47 |
| Madras and Southern Mahratta | 2,42,636 | 0·60 | 0·93 | 2,09,338 | 0·51 | 0·81 | 3,19,812 | 0·79 | 1·23 |
| Nizam's State | 91,381 | 0·84 | 1·31 | 53,132 | 0·49 | 0·76 | 89,922 | 0·82 | 1·29 |
| North Western | *7,16,249 | *0·50 | *0·63 | *8,49,062 | *0·59 | *0·75 | *10,57,808 | *0·74 | *0·93 |
| South Indian | 81,493 | 0·36 | 0·80 | 58,954 | 0·26 | 0·58 | 94,901 | 0·42 | 0·94 |
| 3' 3½" GAUGES. | | | | | | | | | |
| Assam-Bengal | 1,88,977 | 0·78 | 1·36 | 84,968 | 0·35 | 0·61 | 1,20,158 | 0·49 | 0·86 |
| Bengal and North-Western | 1,34,983 | 0·24 | 0·81 | 1,82,445 | 0·33 | 1·09 | 1,10,180 | 0·20 | 0·66 |
| Bombay, Baroda and Central India | 2,87,769 | 0·57 | 1·03 | 2,86,413 | 0·57 | 1·02 | 4,05,224 | 0·80 | 1·45 |
| Burma | 3,09,097 | 0·65 | 1·09 | 2,43,496 | 0·51 | 0·86 | 78,739 | 0·17 | 0·28 |
| Eastern Bengal | 1,03,503 | 0·39 | 0·71 | 61,155 | 0·23 | 0·42 | 54,821 | 0·21 | 0·38 |
| Jodhpur | 26,671 | 0·21 | 0·42 | 56,299 | 0·44 | 0·88 | 25,927 | 0·20 | 0·40 |
| Madras and Southern Mahratta | 1,68,976 | 0·38 | 0·88 | 1,70,681 | 0·39 | 0·89 | 2,08,598 | 0·48 | 1·09 |
| Nizam's State | 68,739 | 0·76 | 1·34 | 44,743 | 0·49 | 0·88 | 98,509 | 1·09 | 1·93 |
| Rohilkund and Kumaon | 28,466 | 0·26 | 0·90 | 31,584 | 0·28 | 0·99 | 34,120 | 0·31 | 1·08 |
| South Indian | 1,88,874 | 0·31 | 0·81 | 1,24,308 | 0·20 | 0·53 | 2,46,669 | 0·41 | 1·06 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | |
| Bengal-Nagpur | 37,564 | 0·35 | 0·92 | 15,026 | 0·14 | 0·37 | 25,562 | 0·24 | 0·63 |
| Bombay, Baroda and Central India | 1,391 | 0·05 | 0·17 | 4,355 | 0·17 | 0·55 | 13,801 | 0·54 | 1·73 |
| Eastern Bengal | 279 | 0·04 | 0·23 | 11 | 0·00 | 0·01 | 96 | 0·02 | 0·08 |
| Great Indian Peninsula | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| North Western | *24,685 | *0·35 | *0·39 | *22,654 | *0·33 | *0·36 | *46,283 | *0·67 | *0·74 |
| South Indian | 3,133 | 0·31 | 0·83 | 1,754 | 0·17 | 0·46 | 9,446 | 0·91 | 2·50 |

* Excludes expenditure on a/c of 'Leave Allowances paid in England' booked in a/c's under the detailed head 'F. I. 4 (a) to (g)'.

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund — which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.
Replacement and Renewal Works

GENERAL DEPARTMENT—contd.

| TOTAL GENERAL ADMINISTRATION— F. I. | | | TOTAL ORDINARY REPAIRS AND MAINTENANCE—(F. II.) | | | TOTAL EXPENSES OF GENERAL DEPARTMENT (TOTAL ABSTRACT F).* | | | Railway. |
|--|-----------------------|---|--|--------------------|---|---|-----------------------|---|-----------------------|
| Total amount. | Per train mile. | Percentage of total working expenses under abstracts A. to G. | Total amount. | Per train mile. | Percentage of total working expenses under abstracts A. to G. | Total amount. | Per train mile. | Percentage of total working expenses under abstracts A. to G. | |
| 259 | 260 | 261 | 262 | 263 | 264 | 265 | 266 | 267 | 268 |
| Rs. | As. | | Rs. | As. | | Rs. | As. | | |
| 39,96,089 | 4.84 | 7.02 | 6,23,969 | 0.76 | 1.10 | 46,20,058 | 5.60 | 8.12 | 5' 6" GAUGE. |
| 28,55,181 | 7.24 | 7.61 | 14,350 | 0.04 | 0.04 | 28,69,531 | 7.28 | 7.65 | B. N. |
| 22,12,270 | 4.90 | 7.14 | 2,48,238 | 0.55 | 0.80 | 24,60,508 | 5.45 | 7.94 | B. B. & C. I. |
| 66,14,470 | 3.54 | 5.60 | 13,31,370 | 0.74 | 1.17 | 79,95,840 | 4.28 | 6.77 | E. B. |
| 51,61,950 | 3.79 | 5.63 | 9,45,785 | 0.70 | 1.03 | 61,07,735 | 4.49 | 6.66 | E. I. |
| 19,47,784 | 4.79 | 7.50 | 2,12,029 | 0.52 | 0.82 | 21,59,813 | 5.31 | 8.32 | G. I. P. |
| 7,74,180 | 7.08 | 11.1 | 64,543 | 0.59 | 0.92 | 8,38,723 | 7.67 | 12.0 | M. & S. M. |
| 75,77,492 | 5.30 | 6.65 | 7,77,121 | 0.64 | 0.68 | 83,54,613 | 5.84 | 7.33 | N. S. |
| 8,65,123 | 3.83 | 8.53 | 93,541 | 0.42 | 0.92 | 9,58,664 | 4.25 | 9.45 | N. W. |
| | | | | | | | | | S. I. |
| 11,29,814 | 4.65 | 8.10 | 76,562 | 0.32 | 0.55 | 12,06,376 | 4.97 | 8.65 | 3' 3½" GAUGE. |
| 14,63,959 | 2.66 | 8.75 | 1,95,023 | 0.36 | 1.17 | 16,58,982 | 3.02 | 9.92 | A. B. |
| 24,06,124 | 4.77 | 8.58 | 2,633 | 0.01 | 0.01 | 24,07,757 | 4.78 | 8.59 | B. & N. W. |
| 16,33,433 | 3.44 | 5.77 | 2,30,183 | 0.48 | 0.81 | 18,63,616 | 3.92 | 6.58 | B. B. & C. I. |
| 8,65,779 | 3.26 | 5.94 | 91,028 | 0.34 | 0.62 | 9,56,807 | 3.60 | 6.56 | Burma |
| 5,36,704 | 4.18 | 8.38 | 1,01,400 | 0.79 | 1.58 | 6,38,104 | 4.97 | 9.96 | E. B. |
| 14,33,019 | 3.26 | 7.47 | 2,88,448 | 0.65 | 1.50 | 17,21,467 | 3.91 | 8.97 | Jo lhpur. |
| 6,02,872 | 6.65 | 11.8 | 1,11,798 | 1.23 | 2.19 | 7,14,670 | 7.88 | 14.0 | M. & S. M. |
| 4,01,020 | 3.60 | 12.7 | 37,383 | 0.34 | 1.18 | 4,38,403 | 3.94 | 13.9 | N. S. |
| 18,57,366 | 3.06 | 7.95 | 2,21,434 | 0.36 | 0.95 | 20,78,800 | 3.42 | 8.90 | R. & K. |
| | | | | | | | | | S. I. |
| 2,67,303 | 2.48 | 6.55 | 49,504 | 0.46 | 1.21 | 3,16,807 | 2.94 | 7.76 | 2' 6" & 2' 0" GAUGES. |
| 51,720 | 2.04 | 6.50 | .. | .. | .. | 51,720 | 2.04 | 6.50 | B. N. |
| 5,062 | 0.74 | 4.24 | 1,044 | 0.15 | 0.87 | 6,106 | 0.89 | 5.11 | B. B. & C. I. |
| 2,838 | 0.09 | 0.61 | 3,866 | 0.12 | 0.83 | 6,704 | 0.21 | 1.44 | E. B. |
| 1,78,069 | 2.56 | 2.84 | 81,666 | 1.17 | 1.30 | 2,59,735 | 3.73 | 4.14 | G. I. P. |
| 32,767 | 3.17 | 8.67 | 5,292 | 0.51 | 1.40 | 38,059 | 3.68 | 10.1 | N. W. |
| | | | | | | | | | S. I. |

*Excluding Depreciation on or Replacement and Renewals as the case may be.

†Excludes credits received for working the Link Rs. 39,467, but includes Replacement and Renewals taken under the preceding detailed heads.

‡Exclusive of value of stores returned to stock Rs. 8.
HICRActs

30.—Analysis of operating expenses of Class I Railways for the year 1935-36—contd.

NOTE—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings. Replacement and Renewal Works

TABLE G.—MISCELLANEOUS EXPENSES.

| Railway. | TOTAL GENERAL ADMINISTRATION—(G. I.) | | | TOTAL MISCELLANEOUS EXPENSES (TOTAL ABSTRACT G.).* | | |
|--|--------------------------------------|---------------------|--|---|--------------------|--|
| | Total amount | Per- train mile. | Percentage of total working expenses under abstracts A. to G. | Total amount. | Per train mile. | Percentage of total working expenses under abstracts A. to G. |
| 269 | 270 | 271 | 272 | 273 | 274 | 275 |
| 5' 6" GAUGE. | Rs. | As. | | Rs. | As. | |
| Bengal Nagpur | 40,73,564 | 4.94 | 7.16 | 46,28,743 | 5.61 | 8.14 |
| Bombay, Baroda and Central India | 26,59,820 | 6.75 | 7.09 | 26,92,121 | 6.83 | 7.18 |
| Eastern Bengal | 21,41,136 | 4.74 | 6.91 | 23,35,179 | 5.17 | 7.54 |
| East Indian | 81,85,323 | 4.38 | 6.94 | 89,50,396 | 4.79 | 7.58 |
| Great Indian Peninsula | 55,18,589 | 4.05 | 6.01 | 57,49,156 | 4.22 | 6.26 |
| Madras and Southern Mahratta | 16,72,305 | 4.11 | 6.44 | †10,33,195 | 4.75 | 7.45 |
| Nizam's State | 5,48,202 | 5.02 | 7.84 | 5,66,814 | 5.19 | 8.10 |
| North Western | 58,23,603 | 4.07 | 5.11 | 63,06,651 | 4.41 | 5.53 |
| South Indian | 6,75,336 | 2.99 | 6.65 | 7,71,204 | 3.42 | 7.60 |
| 3' 3½" GAUGE. | | | | | | |
| Assam-Bengal | 7,81,064 | 3.21 | 5.60 | 8,31,583 | 3.42 | 5.96 |
| Bengal and North-Western | 6,59,016 | 0.07 | 3.93 | ‡7,19,658 | 0.08 | 4.29 |
| Bombay, Baroda and Central India | 17,34,147 | 3.44 | 6.19 | 17,58,426 | 3.49 | 6.28 |
| Burma | 17,39,904 | 3.66 | 6.14 | 17,43,200 | 3.67 | 6.15 |
| Eastern Bengal | 9,83,305 | 3.70 | 6.74 | 10,76,966 | 4.05 | 7.38 |
| Jodhpur | 2,60,434 | 2.03 | 4.06 | 6,57,736 | 5.12 | 10.3 |
| Madras and Southern Mahratta | 9,38,846 | 2.14 | 4.89 | †11,16,734 | 2.54 | 5.82 |
| Nizam's State | 4,01,444 | 4.43 | 7.85 | 4,14,613 | 4.57 | 8.11 |
| Rohilkund and Kumaon | 80,118 | 0.72 | 2.53 | ‡80,118 | 0.72 | 2.53 |
| South Indian | 16,77,599 | 2.76 | 7.18 | 19,85,024 | 3.27 | 8.49 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | |
| Bengal-Nagpur | 1,43,873 | 1.34 | 3.52 | 1,49,700 | 1.39 | 3.66 |
| Bombay, Baroda and Central India | 19,360 | 0.77 | 2.43 | 19,360 | 0.77 | 2.43 |
| Eastern Bengal | 4,948 | 0.72 | 4.14 | 4,954 | 0.72 | 4.15 |
| Great Indian Peninsula | 7,376 | 0.23 | 1.59 | 7,376 | 0.23 | 1.59 |
| North Western | 1,81,858 | 2.61 | 2.89 | 1,88,073 | 2.70 | 2.99 |
| South Indian | 8,346 | 0.81 | 2.21 | 8,089 | 0.87 | 2.18 |

* Excluding Depreciation or Replacement and Renewals as the case may be.

† Excludes Provident Fund Bonus and Gratuity figures taken under heads A I and A II of Table A. (B. G. Rs. 1,64,858 M. G. Rs. 1,63,809).

‡ Excludes credits received for working the Link Rs. 49,334 but includes Replacement and Renewals.

† Excludes value of stores returned to stock Rs. 202.

30.—Analysis of operating expenses of Class I Railways for the year 1935-36 - conclud.

TABLES A TO G.

Summary.

NOTE—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings. Replacement and Renewal Works

| Railway. | General Administration. | | Ordinary Repairs and Maintenance. | | Operating Expenses. | | Replacement and Renewal. | | Total. |
|----------------------------------|-------------------------|----------------------|-----------------------------------|----------------------|---------------------|----------------------|--------------------------|----------------------|--------------|
| | Total Amount. | Percentage of Total. | Total Amount. | Percentage of Total. | Total Amount. | Percentage of Total. | Total Amount. | Percentage of Total. | |
| 276 | 277 | 278 | 279 | 280 | 281 | 282 | 283 | 284 | 285 |
| 5' 6" GAUGE. | Rs. | | Rs. | | Rs. | | Rs. | | Rs. |
| Bengal-Nagpur | 1,37,88,331 | 24.2 | 1,91,08,988 | 33.6 | 1,84,89,448 | 32.5 | 55,08,080 | 9.68 | 5,68,94,847 |
| Bombay, Baroda and Central India | 87,26,981 | 23.2 | 96,33,095 | 25.7 | 1,45,50,978 | 38.8 | 46,04,960 | 12.3 | 3,75,16,923 |
| Eastern Bengal | 72,40,534 | 23.4 | 88,50,470 | 28.6 | 92,72,806 | 29.9 | 56,18,462 | 18.1 | 3,09,82,272 |
| East Indian | 2,54,21,884 | 21.5 | 2,99,69,078 | 25.4 | 3,86,22,210 | 32.7 | 2,40,16,214 | 20.4 | 11,80,31,386 |
| Great Indian Peninsula | 1,81,25,359 | 19.8 | 2,14,66,912 | 23.4 | 3,19,89,204 | 34.8 | 2,02,08,809 | 22.0 | 9,17,90,284 |
| Madras and Southern Mahratta . | 58,94,914 | 22.7 | 70,13,698 | 27.0 | 92,62,001 | 35.7 | 37,76,726 | 14.6 | 2,59,47,339 |
| Nizam's State | 20,24,842 | 28.9 | 19,36,471 | 27.7 | 20,71,564 | 20.6 | 9,63,442 | 13.8 | 60,96,319 |
| North Western | 2,25,13,666 | 19.7 | 2,79,99,294 | 24.6 | 4,05,43,325 | 35.6 | 2,28,93,564 | 20.1 | 11,39,49,849 |
| South Indian | 21,37,751 | 24.0 | 23,15,369 | 22.8 | 42,15,499 | 41.5 | 11,82,212 | 11.7 | 1,01,50,831 |
| 3' 3½" GAUGE. | | | | | | | | | |
| Assam Bengal | 34,90,944 | 25.0 | 41,85,355 | 30.0 | 42,50,228 | 30.5 | 20,27,376 | 14.5 | 1,39,53,903 |
| Bengal and North Western . . . | 39,15,554 | 22.9 | 70,01,312 | 40.9 | 62,01,588 | 36.2 | †(d) | .. | *1,71,18,454 |
| Bombay, Baroda and Central India | 72,69,725 | 25.9 | 77,29,096 | 27.6 | 96,67,965 | 34.5 | 33,50,459 | 12.0 | 2,80,17,215 |
| Burma | 66,36,884 | 23.4 | 63,17,093 | 24.1 | 60,44,343 | 31.0 | 58,37,819 | 20.6 | 2,83,36,139 |
| Eastern Bengal | 31,71,029 | 21.7 | 39,38,019 | 27.0 | 45,92,368 | 31.5 | 28,86,428 | 10.8 | 1,45,87,874 |
| Jodhpur | 13,50,015 | 21.0 | 16,06,145 | 25.1 | 24,41,398 | 38.1 | 10,11,903 | 15.8 | 64,09,521 |
| Madras and Southern Mahratta . | 42,48,675 | 22.1 | 53,83,298 | 28.1 | 73,08,237 | 38.0 | 22,59,610 | 11.8 | 1,91,99,820 |
| Nizam's State | 15,51,017 | 30.4 | 15,42,130 | 30.2 | 14,97,937 | 29.3 | 5,16,791 | 10.1 | 51,11,875 |
| Rohilkund and Kumaon. | 7,94,759 | 25.1 | 9,82,723 | 31.1 | 10,47,090 | 33.1 | 3,40,963 | 10.7 | † 31,65,535 |
| South Indian | 53,90,591 | 25.2 | 53,89,556 | 23.1 | 91,17,541 | 39.0 | 29,70,035 | 12.7 | 2,33,67,723 |
| 2' 6" & 2' 0" GAUGES. | | | | | | | | | |
| Bengal Nagpur | 8,52,972 | 20.9 | 15,40,590 | 37.7 | 13,60,008 | 33.3 | 3,31,985 | 8.13 | 40,85,755 |
| Bombay, Baroda and Central India | 1,10,812 | 15.1 | 3,63,446 | 45.7 | 2,95,077 | 37.1 | 17,020 | 2.14 | 7,95,355 |
| Eastern Bengal | 18,901 | 15.8 | 33,103 | 27.7 | 55,520 | 46.5 | 11,869 | 9.94 | 1,19,393 |
| Great Indian Peninsula | 30,886 | 6.65 | 2,20,881 | 47.5 | 2,13,000 | 45.8 | .. | .. | 4,64,770 |
| North Western | 9,70,477 | 15.4 | 17,15,556 | 27.3 | 20,15,434 | 32.1 | 15,80,377 | 25.2 | 62,81,774 |
| South Indian | 1,17,982 | 31.2 | 94,452 | 25.0 | 1,42,163 | 37.6 | 23,283 | 6.16 | 3,77,882 |

* Excludes credits received for working the link Rs. 3,94,673.

† Exclusive of value of stores returned to stock Rs. 2,199.

‡ Included in the preceding Heads:—

§ Excludes Rs. 4,87,160, the expenses of Mormugao Harbour.

State Share Rs. 9,14,168

Company's Share Rs. 8,65,294

(a) Excludes. (b) Includes Rs. 1,09,775 detailed below—

(i) P. F. Bonus and gratuity taken under 'A.-II', but booked in a/cs under 'G. I.' — { B. G. 56,325 } = 1,12,536

(ii) 'Furniture and Sundries' taken under 'A.-I.' but booked in a/cs under 'A. II' — { B. G. 1,836 } = 2,761

Total 1,09,775

(c) Includes Rs. 1,53,068 (B. G. Rs. 1,42,149 and N. G. Rs. 10,939), on a/c of 'Non-wasting assets' accounted for under 'Replacements and Renewals' in abstr. 'A' of C & R A/cs.

(d) These figures are for the entire system while corresponding figures in Finance and Revenue Accounts pertain to State lines only.

31.—Statement of Oil Consumption on Class I Railways during the years 1934-35 and 1935-36.

| Railway. | Year. | Lubricating oil used on Engines (excluding shunting, siding and Departmental). | | | | Lubricating oil used on Coaching, Goods, and Departmental Vehicles. | |
|--|----------------------|--|------------------------|-------------------------------|-----------------|---|---|
| | | Total Pints. | | Pints per 100 engine miles. | | Total pints. | Pints per 1,000 vehicle miles (in terms of 4 wheelers). |
| | | Passenger and mixed Services. | Goods Services. | Passenger and mixed Services. | Goods Services. | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 5' 6" GAUGE. | | | | | | | |
| Bengal Nagpur | { 1934-35 1935-36 | 357,275 355,146 | 484,450 542,826 | 5.99 5.89 | 6.62 6.48 | 559,219 506,235 | 1.52 1.26 |
| Bombay, Baroda and Central India | { 1934-35 1935-36 | 293,084 280,252 | 135,805 133,488 | 6.24 6.06 | 7.09 6.89 | 167,130 180,883 | 0.92 1.04 |
| Eastern Bengal | { 1934-35 1935-36 | 479,234 510,536 | 115,349 109,210 | 8.81 9.04 | 7.73 7.87 | 235,071 237,699 | 1.31 1.42 |
| East Indian | { 1934-35 1935-36 | 1,417,180 1,506,038 | 1,122,395 1,118,590 | 8.18 8.43 | 8.36 8.24 | 1,419,702 1,445,289 | 1.45 1.47 |
| Great Indian Peninsula | { 1934-35 1935-36 | 947,902 938,255 | 809,626 739,069 | 7.75 7.62 | 11.1 10.1 | 827,690 770,897 | 1.68 1.50 |
| Madras and Southern Mahratta | { 1934-35 1935-36 | 485,226 470,358 | 224,733 237,812 | 10.6 10.4 | 11.9 11.0 | 260,087 247,807 | 1.72 1.52 |
| Nizam's State | { 1934-35 1935-36 | 89,929 80,448 | 55,998 51,927 | 7.37 7.07 | 8.56 8.30 | 49,635 49,524 | 1.07 1.08 |
| North Western | { 1934-35 1935-36 | 1,465,608 1,620,173 | 816,005 863,154 | 8.92 9.55 | 11.9 12.2 | 1,392,567 1,352,110 | 2.31 2.18 |
| South Indian | { 1934-35 1935-36 | 292,055 344,300 | 74,999 82,996 | 10.5 11.3 | 9.86 9.82 | 64,349 69,844 | 1.13 1.08 |
| Total | { 1934-35 1935-36 | 5,827,493 6,105,506 | 3,839,360 3,879,072 | 8.25 8.46 | 9.23 8.95 | 4,975,450 4,860,288 | 1.65 1.58 |
| 3' 3½" GAUGE. | | | | | | | |
| Assam Bengal | { 1934-35 1935-36 | 181,688 188,239 | 33,292 32,086 | 5.55 5.32 | 6.77 7.23 | 134,653 130,437 | 1.30 1.30 |
| Bengal and North Western | { 1934-35 1935-36 | †271,762 *294,084 | 147,250 134,374 | 4.61 4.68 | 5.24 5.21 | 236,360 255,423 | 1.15 1.15 |
| Bombay, Baroda and Central India | { 1934-35 1935-36 | 309,316 279,687 | 139,222 126,642 | 5.42 4.85 | 5.48 4.91 | 345,544 359,714 | 1.09 1.53 |
| Burma | { 1934-35 1935-36 | 345,794 354,649 | 207,882 195,828 | 6.64 6.44 | 9.87 9.92 | 159,521 143,370 | 0.83 0.76 |
| Eastern Bengal | { 1934-35 1935-36 | 177,428 203,992 | 64,326 66,228 | 6.42 6.53 | 5.59 5.58 | 127,174 132,345 | 1.10 1.09 |
| Jodhpur | { 1934-35 1935-36 | 79,722 84,625 | 20,868 20,754 | 5.26 5.20 | 4.74 4.21 | 47,435 49,937 | 0.84 0.77 |
| Madras and Southern Mahratta | { 1934-35 1935-36 | 340,376 341,506 | 217,839 212,180 | 7.05 7.08 | 8.44 8.76 | 133,568 130,703 | 0.88 0.89 |
| Nizam's State | { 1934-35 1935-36 | 81,428 72,699 | 34,952 30,503 | 7.10 6.69 | 8.51 7.79 | 20,030 18,312 | 0.67 0.65 |
| Rohilkund and Kumaon | { 1934-35 1935-36 | ‡62,363 ‡61,870 | 9,469 9,701 | ‡4.10 4.01 | 4.14 4.10 | 44,190 41,245 | 1.30 1.19 |
| South Indian | { 1934-35 1935-36 | 426,619 435,953 | 98,672 89,471 | 5.83 5.93 | 6.08 5.94 | 293,788 271,549 | 1.64 1.54 |
| Total | { 1934-35 1935-36 | ‡2,276,496 2,317,304 | 973,772 917,767 | 5.81 5.70 | 6.77 6.65 | 1,542,263 1,533,035 | 1.10 1.16 |

* Includes 76 pints of oil on account of engine power supplied by the R. and K. Railway.

† Excludes 76 pints of oil on account of engine power supplied to B. and N. W. Railway.

‡ Revised figure. " " " " " "

31.—Statement of Oil Consumption on Class I Railways during the years 1934-5 and 1935-36.—concl'd.

| Railway. | Year. | Lubricating oil used on Engines including Departmental. | |
|--|---------|---|---|
| | | Total pints (all engines). | Pints per 100 Engine miles (all Engines). |
| 1 | 2 | 3 | 4 |
| 2' 6" AND 2' 0" GAUGES. | | | |
| Bengal Nagpur | 1934-35 | 79,969 | 3·74 |
| | 1935-36 | 81,595 | 3·77 |
| Bombay, Baroda and Central India | 1934-35 | 24,240 | 5·68 |
| | 1935-36 | 24,813 | 5·54 |
| Eastern Bengal | 1934-35 | 8,048 | 6·70 |
| | 1935-36 | 7,611 | 6·88 |
| Great Indian Peninsula | 1934-35 | 52,088 | 10·4 |
| | 1935-36 | 53,968 | 10·5 |
| North Western | 1934-35 | 119,121 | 8·87 |
| | 1935-36 | 118,735 | 8·94 |
| South Indian | 1934-35 | 7,617 | 4·65 |
| | 1935-36 | 8,780 | 5·07 |
| Total | 1934-35 | 291,083 | 6·19 |
| | 1935-36 | 295,502 | 6·24 |

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1934-35 and 1935-36.

| Particulars. | Year. | Results. | | |
|--|------------|--|--|---------------------------|
| | | Bombay, Baroda and Central India Railway. | Great Indian Peninsula Railway. | South Indian Railway. |
| 1 | 2 | 3 | 4 | 5 |
| <i>Physical Statistics.</i> | | | | |
| 1. Sections electrified | | (1) Churchgate to Grant Road, (2) Grant Road to Bandra through lines, (3) Grant Road to Bandra Local Lines, (4) Bandra to Borivli Local Lines. | (1) Victoria Terminus to Kurla (Harbour Branch), (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan. ‡ | Madras Beach to Tambaram. |
| 2. Date of first opening for public service .. | | 5th January 1928. | 3rd February 1925 | 11th May 1931 |
| 3. Mileage equipped for electric service on 31st March | | | | |
| 3-01. Route mileage | 1935 .. | 21-25 | 44-00 | 18-14 |
| | 1936 .. | 21-25 | 44-00 | 18-14 |
| 3-02. Track mileage (excluding sidings) .. | 1935 .. | 62-54 | 88-00 | 36-28 |
| | 1936 .. | 62-54 | 88-00 | 36-28 |
| 4. Mileage open for electric service on 31st March. | 1935 .. | 21-25 | 44-00 | 18-14 |
| | 1936 .. | 21-25 | 44-00 | 18-14 |
| 5. No. of sub-power stations on 31st March .. | 1935 .. | 3 | 4 | 4 |
| | 1936 .. | 3 | 4 | 4 |
| 6. No. of electric railway stations on 31st March | 1935 .. | 21 | 28 | 14 |
| | 1936 .. | 21 | 28 | 14 |
| 7. Mileage of transmission cable on 31st March .. | 1935 .. | †61-00 | 40-98 | 41-49 |
| | 1936 .. | †61-00 | 40-98 | 41-49 |
| <i>Rolling Stock.</i> | | | | |
| 8. Average authorised stock (in units)— | | | | |
| 8-01. Motor coaches | 1934-35 .. | 40 | §53 | 24 |
| | 1935-36 .. | 40 | §53 | 24 |
| 8-02. Trailer coaches | 1934-35 .. | 120 | 153 | 48 |
| | 1935-36 .. | 120 | 153 | 48 |
| 9. Average number on line (in units)— | | | | |
| 9-01. Motor coaches | 1934-35 .. | 40 | §53 | 24 |
| | 1935-36 .. | 40 | §53 | 24 |
| 9-02. Trailer coaches | 1934-35 .. | 120 | 153 | 48 |
| | 1935-36 .. | 120 | 152 | 48 |
| 9-03. Train units* | 1934-35 .. | 40 | 51 | 24 |
| | 1935-36 .. | 40 | 50 | 24 |
| 10. Average number under or awaiting repairs (in units)— | | | | |
| 10-01. Motor coaches | 1934-35 .. | 4 | 10 | .. |
| | 1935-36 .. | 4 | 10 | 1 |
| 10-02. Percentage of item 9-01 | 1934-35 .. | 10-0 | 18-9 | 1-67 |
| | 1935-36 .. | 10-0 | 18-9 | 3-12 |
| 10-03. Trailer coaches | 1934-35 .. | 10 | 18 | 1 |
| | 1935-36 .. | 9 | 19 | 2 |
| 10-04. Percentage of item 9-02 | 1934-35 .. | 8-33 | 11-8 | 1-67 |
| | 1935-36 .. | 7-50 | 12-5 | 3-12 |

† Figures for items 8 onwards include Statistics relating to the running of multiple unit services beyond Kalyan, viz., Kalyan Asangaon and Kalyan Karjat which sections are also utilized for main line traffic.

* A train unit is a motor coach and three trailers.

† Overhead 26-50 miles and underground 34-50 miles.

§ Includes 2 spare motor coaches.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1934-35 and 1935-36—contd.

| Particulars. | Year. | Results. | | |
|---|------------|---|---------------------------------|-----------------------|
| | | Bombay, Baroda and Central India Railway. | Great Indian Peninsula Railway. | South Indian Railway. |
| 1 | 2 | 3 | 4 | 5 |
| <i>Rolling Stock—contd.</i> | | | | |
| 11. Average number available for use (in units)— | | | | |
| 11-01. Motor coaches | 1934-35 .. | 36 | 43 | 24 |
| | 1935-36 .. | 36 | 43 | 23 |
| 11-02. Trailer coaches | 1934-35 .. | 110 | 135 | 47 |
| | 1935-36 .. | 111 | 133 | 47 |
| 12. Average number in use daily (in units)— | | | | |
| 12-01. Motor coaches | 1934-35 .. | 35 | 37 | 19 |
| | 1935-36 .. | 35 | 38 | 20 |
| 12-02. Trailer coaches | 1934-35 .. | 87 | 111 | 38 |
| | 1935-36 .. | 88 | 114 | 40 |
| 12-03. Train units* | 1934-35 .. | 35 | 37 | 19 |
| | 1935-36 .. | 35 | 38 | 20 |
| 13. Average number spare or stored in good repair (in units)— | | | | |
| 13-01. Motor coaches | 1934-35 .. | 1 | 6 | 5 |
| | 1935-36 .. | 1 | 5 | 3 |
| 13-02. Trailer coaches | 1934-35 .. | 23 | 24 | 9 |
| | 1935-36 .. | 23 | 19 | 7 |
| <i>Operating Statistics.</i> | | | | |
| 14. Train miles—Passenger— | | | | |
| 14-01. Total unit traffic trains .. | 1934-35 .. | 142,860 | 843,878 | 247,890 |
| | 1935-36 .. | 129,699 | 927,462 | 284,798 |
| 14-02. Total two unit traffic trains .. | 1934-35 .. | 958,387 | 1,146,667 | 286,775 |
| | 1935-36 .. | 971,441 | 1,122,516 | 231,132 |
| 14-02.(a) Total three unit traffic trains .. | 1934-35 .. | Nil | Nil | 6,097 |
| | 1935-36 .. | Nil | Nil | 7,183 |
| 14-02. (d) Total four unit traffic trains .. | 1934-35 .. | Nil | Nil | 10 |
| | 1935-36 .. | Nil | Nil | Nil |
| 14-03. Total traffic trains | 1934-35 .. | 2,059,634 | 3,137,212 | 839,771 |
| | 1935-36 .. | 2,072,581 | 3,172,494 | 768,611 |
| 14-04. Other trains | 1934-35 .. | 34,346 | Nil | Nil |
| | 1935-36 .. | 49,658 | 154 | Nil |
| 15. Hours— | | | | |
| 15-01. Traffic trains | 1934-35 .. | 103,171 | 140,389 | 38,290 |
| | 1935-36 .. | 104,198 | 138,709 | 35,026 |
| 15-02. Other | 1934-35 .. | 2,582 | 26,222 | Nil |
| | 1935-36 .. | 3,443 | 27,486 | Nil |
| 15-03. Total | 1934-35 .. | 105,753 | 166,611 | 38,290 |
| | 1935-36 .. | 107,641 | 166,195 | 35,026 |
| 16. Vehicle miles (in units)— | | | | |
| 16-01. Passenger trains | 1934-35 .. | 7,439,602 | 12,548,848 | 2,519,313 |
| | 1935-36 .. | 7,318,874 | 12,689,976 | 2,305,833 |
| 16-02. Other trains | 1934-35 .. | 124,939 | Nil | Nil |
| | 1935-36 .. | 176,225 | 616 | Nil |

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1934-35 and 1935-36---contd.*

| Particulars. | Year. | Results. | | |
|--|------------|---|---------------------------------|-----------------------|
| | | Bombay, Baroda and Central India Railway. | Great Indian Peninsula Railway. | South Indian Railway. |
| 1 | 2 | 3 | 4 | 5 |
| <i>Operating Statistics—contd.</i> | | | | |
| 17. Train usage— | | | | |
| 17-01. Train unit miles per day per train unit in use. | 1934-35 .. | 164 | 232 | 121 |
| | 1935-36 .. | 166 | 228 | 106 |
| 17-02. Train unit miles per day per train unit on line. | 1934-35 .. | 143 | 169 | 96 |
| | 1935-36 .. | 145 | 173 | 88 |
| 18. Train usage— | | | | |
| 18-01. Train unit hour per day per train unit in use. | 1934-35 .. | 8.28 | 12.3 | 5.52 |
| | 1935-36 .. | 8.38 | 11.9 | 4.78 |
| 18-02. Train unit hours per day per train unit on line. | 1934-35 .. | 7.24 | 8.95 | 4.37 |
| | 1935-36 .. | 7.35 | 9.08 | 3.99 |
| 19. Vehicle usage— | | | | |
| 19-01. Motor coach miles per day per motor coach on line (in units). | 1934-35 .. | 143 | 169 | 96 |
| | 1935-36 .. | 145 | 170 | 88 |
| 19-02. Trailer coach miles per day per trailer coach unit on line. | 1934-35 .. | 125 | 169 | 96 |
| | 1935-36 .. | 122 | 171 | 88 |
| 20. Motor coach failures— | | | | |
| 20-01. Number .. | 1934-35 .. | Nil | 202 | 11 |
| | 1935-36 .. | 1 | 393 | 31 |
| 20-02. Motor coach miles per motor coach failure (in units). | 1934-35 .. | Nil | 15,531 | 76,343 |
| | 1935-36 .. | 303,177 | 8,073 | 24,794 |
| 21. Power supply failures— | | | | |
| 21-01. Failures originating at source of supply | 1934-35 .. | Nil | Nil | 5 |
| | 1935-36 .. | 1 | Nil | 7 |
| 21-02. Failures originating at sub-station | 1934-35 .. | Nil | Nil | 10 |
| | 1935-36 .. | Nil | Nil | 15 |
| 21-03. Failures on account of overhead track equipment. | 1934-35 .. | Nil | 10 | 24 |
| | 1935-36 .. | Nil | 8 | 15 |
| 22. Number of passengers carried— | | | | |
| 22-01. First Class | 1934-35 .. | 23,631 | 16,666 | 3,472 |
| | 1935-36 .. | 22,339 | 13,596 | 3,164 |
| 22-02. Second Class | 1934-35 .. | 1,378,520 | 631,725 | 155,240 |
| | 1935-36 .. | 1,294,601 | 574,782 | 141,226 |
| 22-03. Third Class | 1934-35 .. | 32,903,827 | 28,438,194 | 7,546,624 |
| | 1935-36 .. | 33,714,580 | 29,566,444 | 6,978,915 |
| 22-04. Total — — — | 1934-35 .. | 34,305,978 | 29,086,585 | 7,705,336 |
| | 1935-36 .. | 35,031,520 | 30,154,822 | 7,123,305 |

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1934-35 and 1935-36—concl'd.*

| Particulars. | Year. | Results. | | |
|---|------------|---|---------------------------------|-----------------------|
| | | Bombay, Baroda and Central India Railway. | Great Indian Peninsula Railway. | South Indian Railway. |
| 1 | 2 | 3 | 4 | 5 |
| <i>Operating Statistics—concl'd.</i> | | | | |
| 23. Passenger miles— | | | | |
| 23-01. First Class | 1934-35 .. | 195,701 | 198,862 | 23,952 |
| | 1935-36 .. | 188,623 | 165,952 | 21,113 |
| 23-02. Second Class | 1934-35 .. | 9,568,932 | 4,732,474 | 1,108,122 |
| | 1935-36 .. | 9,293,656 | 4,344,525 | 988,195 |
| 23-03. Third Class | 1934-35 .. | 238,497,701 | 208,776,576 | 46,845,024 |
| | 1935-36 .. | 245,059,845 | 216,988,155 | 42,686,906 |
| 23-04. Total | 1934-35 .. | 248,262,334 | 213,707,912 | 47,977,098 |
| | 1935-36 .. | 254,542,124 | 221,498,632 | 43,696,214 |
| 24. Earnings from passengers carried— | | | | |
| 24-01. First Class | 1934-35 .. | 7,561 | 7,302 | 895 |
| | 1935-36 .. | 7,038 | 6,178 | 761 |
| 24-02. Second Class | 1934-35 .. | 2,18,315 | 1,04,496 | 16,774 |
| | 1935-36 .. | 2,05,715 | 93,893 | 14,668 |
| 24-03. Third Class | 1934-35 .. | 28,20,096 | 24,67,381 | 6,30,312 |
| | 1935-36 .. | 28,85,314 | 25,65,085 | 5,63,897 |
| 24-04. Total | 1934-35 .. | 30,45,972 | 25,79,179 | 6,47,981 |
| | 1935-36 .. | 30,98,067 | 26,65,156 | 5,79,326 |
| 25. Earnings from, and cost of, electric train working— | | | | |
| 25-01. Earnings per passenger mile. Pies | 1934-35 .. | 2-36 | 2-32 | 2-59 |
| | 1935-36 .. | 2-34 | 2-31 | 2-55 |
| 25-02. Cost per passenger mile. Pies | 1934-35 .. | 1-62 | 3-36 | *1-26 |
| | 1935-36 .. | 1-54 | 3-21 | 1-45 |
| 25-03. Earnings per train mile. Rs. | 1934-35 .. | 1-52 | 0-82 | *0-80 |
| | 1935-36 .. | 1-53 | 0-84 | 0-81 |
| 25-04. Cost per train mile. Rs. | 1934-35 .. | 1-02 | 1-19 | *0-39 |
| | 1935-36 .. | 0-98 | 1-17 | 0-46 |
| 26. Gross ton miles (including Departmental) | 1934-35 .. | 404,027,347 | 564,943,665 | 63,819,532 |
| | 1935-36 .. | 402,081,930 | 571,499,550 | 58,399,635 |
| 27. Power used— | | | | |
| 27-01. Total power for traction and train lighting kilo-watt hours. | 1934-35 .. | 27,281,711 | 38,485,374 | 5,047,623 |
| | 1935-36 .. | 27,439,920 | 39,516,158 | 4,840,703 |
| 27-02. Kilo-watt hours per train unit mile | 1934-35 .. | 13-0 | 12-6 | 5-67 |
| | 1935-36 .. | 12-9 | 12-6 | 5-81 |
| 27-03. Kilo-watt hours per 1,000 gross ton miles | 1934-35 .. | 67-5 | 70-0 | *60-6 |
| | 1935-36 .. | 68-2 | 70-0 | 60-3 |
| 28. Lubricating oil used for all purposes (including Departmental)— | | | | |
| 28-01. Total pints | 1934-35 .. | 41,147 | 139,778 | 13,669 |
| | 1935-36 .. | 39,007 | 127,621 | 13,636 |
| 28-02. Pints per 1,000 vehicle miles | 1934-35 .. | 5-44 | 11-1 | 5-40 |
| | 1935-36 .. | 5-20 | 10-1 | 5-91 |

33.—Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 1934-35 and 1935-36.

(i) Steam Coach Performance.

| Railway. | Years. | Average authorised stock (in units). | Average number on line (in units). | Steam Coach miles (in thousands). | Steam coach miles per steam coach day. | Steam coach failures. | | Lbs. of coal consumed per steam coach mile. |
|----------------------------------|---------|--------------------------------------|------------------------------------|-----------------------------------|--|-----------------------|--|---|
| | | | | | | Number. | Steam coach miles per steam coach failure. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 5' 6" GAUGE. | | | | | | | | |
| Bengal Nagpur . . . { | 1934-35 | 2 | 2 | 11 | 15·6 | 1 | 11,375 | 33·9 |
| | 1935-36 | 2 | 2 | 14 | 18·6 | Nil | Nil | 23·7 |
| Eastern Bengal . . . { | 1934-35 | 1 | 1 | Nil | Nil | Nil | Nil | Nil |
| | 1935-36 | Nil | Nil | Nil | Nil | Nil | Nil | Nil |
| East Indian . . . { | 1934-35 | 3 | 3 | 46 | 42·0 | 1 | 45,991 | 9·77 |
| | 1935-36 | 3 | 3 | 27 | 24·6 | Nil | Nil | 12·2 |
| Great Indian Peninsula . . { | 1934-35 | Nil | Nil | Nil | Nil | Nil | Nil | Nil |
| | 1935-36 | Nil | Nil | Nil | Nil | Nil | Nil | Nil |
| North Western . . . { | 1934-35 | 7 | 7 | 161 | 63·1 | 3 | 53,771 | 16·4 |
| | 1935-36 | 7 | 7 | 163 | 63·5 | 4 | 40,659 | 16·1 |
| Total { | 1934-35 | 13 | 13 | 218 | 46·1 | 5 | 43,736 | 15·9 |
| | 1935-36 | 12 | 12 | 204 | 46·4 | 4 | 50,815 | 16·1 |
| 3' 3½" GAUGE. | | | | | | | | |
| Bombay Baroda & Central India. { | 1934-35 | 3 | 3 | 71 | 65·0 | 2 | 35,389 | 16·4 |
| | 1935-36 | 3 | 3 | 61 | 61·0 | 4 | 15,268 | 16·5 |
| Eastern Bengal . . . { | 1934-35 | 2 | 2 | Nil | 0·20 | Nil | Nil | 16·6 |
| | 1935-36 | 2 | 2 | Nil | Nil | Nil | Nil | Nil |
| Nizam's State . . . { | 1934-35 | 2 | 2 | 1 | 1·00 | 1 | 1,027 | 29·0 |
| | 1935-36 | 2 | 2 | 12 | 16·0 | 2 | 5,857 | 20·3 |
| Total { | 1934-35 | 7 | 7 | 72 | 28·2 | 3 | 23,984 | 16·6 |
| | 1935-36 | 7 | 7 | 73 | 28·5 | 6 | 12,131 | 17·1 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | |
| Bengal Nagpur . . . { | 1934-35 | 3 | 3 | 22 | 19·9 | 4 | 5,456 | 20·7 |
| | 1935-36 | 3 | 3 | 18 | 16·8 | 2 | 9,240 | 21·3 |
| North Western . . . { | 1934-35 | 3 | 3 | 38 | 34·6 | Nil | Nil | 12·6 |
| | 1935-36 | 3 | 3 | 74 | 67·7 | Nil | Nil | 11·1 |
| Total { | 1934-35 | 6 | 6 | 60 | 27·2 | 4 | 14,914 | 15·6 |
| | 1935-36 | 6 | 6 | 92 | 42·4 | 2 | 46,426 | 13·1 |

(ii) Rail Motor Performance.

| Railway. | Years. | Average authorised stock. | Average number on line. | Rail motor miles (in thousands). | Rail motor miles per rail motor day. | Rail motor failures. | | Gallons of fuel consumed per 100 rail motor miles. |
|-----------------------|---------|---------------------------|-------------------------|----------------------------------|--------------------------------------|----------------------|--|--|
| | | | | | | Number. | Rail motor miles per rail motor failure. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 5' 6" GAUGE. | | | | | | | | |
| North Western . . . { | 1934-35 | 1 | 1 | 6 | 17·1 | Nil | Nil | 8·87 |
| | 1935-36 | 1 | 1 | 4 | 11·7 | Nil | Nil | 10·1 |
| 3' 3½" GAUGE. | | | | | | | | |
| South Indian . . . { | 1934-35 | 3 | 3 | 23 | 25·7 | 3 | 9,375 | 13·3 |
| | 1935-36 | 3 | 3 | 24 | 22·2 | 4 | 6,086 | 13·4 |
| 2' 6" GAUGE. | | | | | | | | |
| North Western . . . { | 1934-35 | 7 | 7 | 56 | 23·3 | 1 | 56,424 | 26·3 |
| | 1935-36 | 7 | 7 | 63 | 24·8 | 1 | 63,426 | 14·1 |

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1936.

| Railway. | Loco- motives. | Rail Motor Cars. | Steam Coach- es. | Elec- tric Motor Coach- es. | † COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). | | | | | | | † GOODS WAGONS† (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE). | | | † RAILWAY SERVICE VEHICLES. | |
|---|-------------------|------------------------|------------------------|---|---|------------------|-------|--------|--------|--|-------|---|-------------------------|--------|--|---|
| | | | | | Passenger carriages. | | | | | Other coach- ing vehic- les. | Total | Cover- ed and open wag- ons. | Special wa- gons. | Total. | Coach- ing (In- clud- ing offi- cers' car- riages). | Goods (including inspection trolleys, Travelling cranes and Dummy Trucks). |
| | | | | | Num- ber. | Seats by classes | | | | | | | | | | |
| | | | | | | 1st. | 2nd. | Inter. | Third. | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| CLASS II RAILWAYS. | | | | | | | | | | | | | | | | |
| 3' 3½" Gauge. | | | | | | | | | | | | | | | | |
| Bengal Doonars . . | 19 | .. | .. | .. | 59 | 125 | 99 | 374 | 2,600 | 8 | 67 | 435 | 15 | 450 | 5 | 10 |
| Bhavnagar State . . | 37 | 1 | .. | .. | 128 | 180 | 416 | .. | 6,493 | 54 | 182 | 1,085 | 3 | 1,088 | 10 | 16 |
| Bikaner State . . | 54 | .. | .. | .. | 132 | 198 | 243 | 393 | 6,161 | 34 | 166 | 1,210 | .. | 1,210 | 15 | 56 |
| Dibru-Sadiya . . | 32 | .. | .. | .. | 46 | 167 | 130 | 155 | 2,466 | 22 | 68 | 1,380 | 118 | 1,498 | 8 | 4 |
| Gaekwar's Baroda State | 22 | .. | .. | .. | 155 | 90 | 133 | .. | 4,888 | 1 | 156 | 319 | 9 | 328 | 3 | 14 |
| Gondal . . | 29 | .. | .. | .. | 88 | 142 | 342 | .. | 2,781 | 19 | 107 | 382 | .. | 382 | 3 | 31 |
| Jamnagar Dwarka . . | 17 | 2 | .. | .. | 50 | 89 | 178 | .. | 1,593 | 21 | 71 | 600 | 4 | 604 | 4 | 3 |
| Junagad State . . | 17 | 2 | .. | .. | 119 | 131 | 360 | .. | 2,941 | 17 | 136 | 338 | 15 | 353 | 7 | 12 |
| Morvi . . | 21 | 3 | .. | .. | 92 | 152 | 288 | .. | 2,769 | 26 | 118 | 312 | .. | 312 | .. | 2 |
| Mysore . . | 46 | (b) 5 | .. | .. | 140 | 117 | 298 | .. | 5,976 | 23 | 163 | 577 | .. | 577 | 24 | 29 |
| Total . . | 285 | 13 | .. | .. | 1,009 | 1,391 | 2,487 | 922 | 38,668 | 225 | 1,234 | 6,638 | 164 | 6,802 | 79 | 177 |
| 2' 6" Gauge. | | | | | | | | | | | | | | | | |
| Barsi Light . . | 34 | 1 | 2 | .. | 107 | .. | 262 | .. | 5,019 | *11 | 118 | 270 | 8 | 278 | 2 | 14 |
| Gaekwar's Baroda State | 37 | 2 | (b) 5 | .. | 302 | 98 | 180 | .. | 6,267 | 9 | 311 | 1,255 | 26 | 1,281 | 13 | 20 |
| Mysore . . | 10 | .. | .. | .. | 27 | .. | 30 | .. | 1,352 | .. | 27 | 81 | .. | 81 | 3 | 10 |
| Shahdara (Delhi) Saha- ranpur Light. | 10 | .. | .. | .. | 49 | 12 | 36 | 84 | 1,277 | 1 | 50 | 253 | 4 | 257 | 4 | 1 |
| Total . . | 91 | 3 | 7 | .. | 485 | 110 | 508 | 84 | 13,915 | 21 | 506 | 1,859 | 38 | 1,897 | 22 | 45 |
| 2' 0" Gauge. | | | | | | | | | | | | | | | | |
| Darjeeling Himalayan . | 35 | 2 | .. | .. | 107 | 234 | 266 | .. | 2,173 | 26 | 133 | 523 | .. | 523 | .. | .. |
| Mysore . . | 6 | .. | .. | .. | 5 | .. | 18 | .. | 98 | .. | 5 | 55 | .. | 55 | .. | 3 |
| Total . . | 41 | 2 | .. | .. | 112 | 234 | 284 | .. | 2,271 | 26 | 138 | 578 | .. | 578 | .. | 3 |
| CLASS III RAILWAYS. | | | | | | | | | | | | | | | | |
| 3' 3½" Gauge. | | | | | | | | | | | | | | | | |
| Porbandar State . . | 7 | .. | .. | .. | 17 | 12 | 55 | .. | 539 | 9 | 26 | 313 | 3 | 316 | 2 | 12 |
| Udaipur-Chitorgarh . . | 16 | .. | .. | .. | 56 | 31 | 68 | 88 | 2,546 | 12 | 68 | 89 | .. | 89 | 3 | .. |
| Total . . | 23 | .. | .. | .. | 73 | 43 | 123 | 88 | 3,085 | 21 | 94 | 402 | 3 | 405 | 5 | 12 |
| 2' 6" Gauge. | | | | | | | | | | | | | | | | |
| Ahmadpur-Katwa . . | 5 | .. | .. | .. | 19 | 18 | 18 | 64 | 448 | *4 | 23 | 22 | .. | 22 | .. | .. |
| Arrah-Sasaram Light . . | 6 | .. | .. | .. | 14 | 24 | .. | 44 | 432 | 4 | 18 | 129 | .. | 129 | .. | 1 |
| Bankura-Damodar Ri- ver. | 7 | .. | .. | .. | 27 | 21 | 21 | 112 | 632 | *6 | 33 | 72 | .. | 72 | .. | (c)1 |
| Barasat-Basirhat Light | 10 | .. | .. | .. | 37 | 59 | .. | 177 | 1,171 | .. | 37 | 64 | .. | 64 | .. | 3 |
| Carried over . . | 28 | .. | .. | .. | 97 | 122 | 39 | 397 | 2,683 | 14 | 111 | 287 | .. | 287 | .. | 5 |

* Brake vans.

(b) Includes 4 Internal Combustion Coaches.

† In units.

(c) Inspection motor trolleys.

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1936—concl'd.

| Railway. | Loco- mo- tives. | Rail Motor Cars. | Steam Coach- es. | Elec- tric Motor Coach- es. | COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). | | | | | | | GOODS WAGONS† (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE). | | | RAILWAY SERVICE VEHICLES | |
|----------------------------------|------------------------|------------------------|------------------------|---|--|-------------------|------|--------|--------|--|--------|--|-------------------------|--------|--|---|
| | | | | | Passenger carriages. | | | | | Other coach- ing vehic- les. | Total. | Cover- ed and open wag- ons. | Special wa- gons. | Total. | Coach- ing (in- clud- ing offi- cers' car- riages). | Goods (including inspection trolleys, Travelling cranes and Dummy Trucks). |
| | | | | | Num- ber. | Seats by classes. | | | | | | | | | | |
| | | | | | | 1st. | 2nd. | Inter. | Third. | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| Brought forward . | 28 | .. | .. | .. | 97 | 122 | 39 | 397 | 2,683 | 14 | 111 | 287 | .. | 287 | .. | 5 |
| CLASS III RAIL- WAYS—concl'd. | | | | | | | | | | | | | | | | |
| 2' 6" Gauge. | | | | | | | | | | | | | | | | |
| Bengal Provincial . | 7 | .. | .. | .. | 24 | 20 | 20 | 82 | 502 | *2 | 26 | 55 | .. | 55 | 1 | 2 |
| Bukhtiarpur-Bihar Light. | 5 | .. | .. | .. | 21 | 30 | 24 | 119 | 575 | .. | 21 | 68 | .. | 68 | .. | 3 |
| Burdwan-Katwa . | 6 | .. | .. | .. | 22 | 18 | 18 | 96 | 512 | *4 | 26 | 36 | .. | 36 | .. | §1 |
| Cutch State . | 5 | 1 | .. | .. | 17 | .. | 96 | .. | 424 | .. | 17 | 54 | 1 | 55 | .. | 2 |
| Dehri-Rohtas Light . | 6 | 3 | 1 | .. | 9 | 20 | .. | 12 | 170 | 3 | 12 | 129 | .. | 129 | 2 | 3 |
| Dholpur-State . | 6 | .. | .. | .. | 9 | 22 | .. | .. | 404 | .. | 9 | 115 | 3 | 118 | .. | 2 |
| Futwah-Islampur . | 3 | .. | .. | .. | 9 | 12 | . | 39 | 350 | .. | 9 | 28 | .. | 28 | .. | .. |
| Jessore-Jhenidah . | †† | †† | †† | †† | †† | †† | †† | †† | †† | †† | †† | †† | †† | †† | †† | †† |
| Kalighat-Falta . | 10 | .. | .. | .. | 38 | 30 | 34 | 112 | 1,080 | *8 | 46 | 45 | .. | 45 | .. | . |
| Tezpur-Balipara Light. | 3 | . | .. | .. | 19 | 12 | .. | 40 | 670 | *4 | 23 | 91 | .. | 91 | .. | .. |
| Total . | 79 | 4 | 1 | .. | 265 | 286 | 231 | 897 | 7,370 | 35 | 300 | 908 | 4 | 912 | 3 | 18 |
| 2' 0" Gauge. | | | | | | | | | | | | | | | | |
| Gwalior Light | 26 | .. | .. | .. | 76 | 50 | 124 | .. | 2,000 | 6 | 82 | 347 | 7 | 354 | 8 | 10 |
| Howrah-Amra Light . | 18 | .. | .. | .. | 113 | 88 | .. | 336 | 2,518 | 11 | 124 | 80 | .. | 80 | .. | (c) 8 |
| Howrah-Shenkhalā Light. | 3 | .. | .. | .. | 24 | 32 | .. | 84 | 592 | .. | 24 | 11 | .. | 11 | .. | 8 |
| Jagadhri Light . | 3 | .. | .. | .. | 4 | 6 | .. | 14 | 84 | *1 | 5 | 7 | .. | 7 | .. | .. |
| Jorhat (Provincial) . | 6 | 1 | .. | .. | 19 | 22 | 22 | 90 | 403 | 5 | 24 | 75 | 1 | 76 | .. | 3 |
| Kulasekharapatnam Light. | †4 | 6 | .. | .. | 21 | .. | .. | .. | 746 | .. | 24 | 45 | .. | 45 | .. | (§)2 |
| Matheran Light . | 3 | 4 | .. | .. | 26 | 85 | 77 | .. | 134 | (b)1 | 27 | 17 | *2 | 19 | 2 | (a) 3 |
| Trivellore Light . | 2 | 3 | .. | .. | 14 | .. | .. | .. | 94 | .. | 14 | 4 | 1 | 5 | .. | 1 |
| Total . | 65 | 14 | .. | .. | 300 | 283 | 223 | 524 | 6,601 | 24 | 324 | 586 | 11 | 597 | 10 | 35 |

* Brake vans.

† Motor Locomotives.

(a) Includes one motor trolley.

†† Figures are not available.

‡ In units

§ Inspection motor trolleys.

(b) Saloon.

(c) Includes 7 workmen Train Coaches which were not accounted for last year.

35.—Statement of Net Additions to and reductions from Equipment of Class II and III Railways during the year 1935-36.

| Railway. | Loco- mo- tives. | Rail Motor cars. | Steam coaches. | Electric Motor Coaches. | COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). | | | | | | | GOODS WAGONS (EX- CLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE). | | | | RAILWAY SERVICE VEHICLES. | |
|---|------------------------|------------------------|-------------------|-------------------------------|--|-------------------|-----|--------|--------|--------------------------------|-------|---|--------------------|-------|--|---|--|
| | | | | | Passenger carriages. | | | | | Other coaching vehicles. | Total | Covered and open wagons. | Special wagons. | Total | Coaching (including officers' carriages). | Goods (in- cluding inspection trolleys, Travelling Cranes and Dummy Trucks). | |
| | | | | | No. | Seats by Classes. | | | | | | | | | | | |
| | | | | | | 1st | 2nd | Inter. | Thurd. | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | |
| CLASS II RAILWAYS. | | | | | | | | | | | | | | | | | |
| 3' 3½" Gauge. | | | | | | | | | | | | | | | | | |
| Bengal Doonars | .. | .. | .. | .. | .. | .. | 6 | .. | -8 | .. | .. | .. | .. | .. | .. | .. | |
| Bhavnagar State | 2 | .. | .. | .. | 1 | 6 | .. | .. | 4 | 4 | 5 | 64 | -1 | 63 | .. | .. | |
| Bikaner State | -1 | .. | .. | .. | -2 | .. | -12 | .. | -88 | 1 | -1 | .. | .. | .. | .. | .. | |
| Dibru Sadiya | .. | .. | .. | .. | .. | .. | 2 | -2 | 17 | 2 | 2 | -74 | .. | -74 | .. | .. | |
| Gaekwar's Baroda State | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | .. | 1 | 1 | .. | 3 | |
| Gondal | -3 | .. | .. | .. | .. | -10 | 24 | .. | -28 | -2 | -2 | 5 | .. | 5 | .. | .. | |
| Jamnagar Dwarka | -2 | -1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | -1 | |
| Junagad State | .. | .. | .. | .. | 3 | 1 | -1 | .. | 129 | 2 | 5 | 4 | .. | 4 | .. | -4 | |
| Morvi | .. | .. | .. | .. | -4 | .. | .. | .. | -115 | 1 | -3 | 15 | .. | 15 | .. | .. | |
| Mysore | 4 | 4 | .. | .. | 6 | .. | 42 | -243 | 790 | -1 | 5 | 45 | .. | 45 | .. | -2 | |
| Total | 3 | 3 | .. | .. | 4 | -3 | 61 | -245 | 701 | 8 | 12 | 59 | .. | 59 | .. | -4 | |
| 2' 6" Gauge | | | | | | | | | | | | | | | | | |
| Barsi Light | .. | .. | .. | .. | -10 | .. | -36 | .. | 12 | 8 | -2 | -5 | 5 | .. | 2 | .. | |
| Gaekwar's Baroda State | -2 | .. | .. | .. | .. | .. | .. | .. | .. | -2 | -2 | .. | .. | .. | .. | -1 | |
| Mysore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | 4 | 1 | .. | |
| Shahdara (Delhi) Saharan- pur Light. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | 3 | .. | .. | |
| Total | -2 | .. | .. | .. | -10 | .. | -36 | .. | 12 | 6 | -4 | 2 | 5 | 7 | 3 | -1 | |
| 2' 0" Gauge. | | | | | | | | | | | | | | | | | |
| Darjeeling Himalayan | .. | .. | .. | .. | -1 | .. | .. | .. | -16 | .. | -1 | -3 | .. | -3 | .. | .. | |
| Mysore | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | .. | 8 | .. | -1 | |
| Total | .. | .. | .. | .. | -1 | .. | .. | .. | -16 | .. | -1 | 5 | .. | 5 | .. | -1 | |
| CLASS III RAILWAYS. | | | | | | | | | | | | | | | | | |
| 3' 3½" Gauge. | | | | | | | | | | | | | | | | | |
| Porbandar | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | -2 | .. | -2 | .. | .. | |
| Udaipur-Chitorgarh | 1 | .. | .. | .. | 7 | 7 | 12 | 10 | 268 | 1 | 8 | .. | .. | .. | 1 | .. | |
| Total | 2 | .. | .. | .. | 7 | 7 | 12 | 10 | 268 | 2 | 9 | -2 | .. | -2 | 1 | .. | |
| 3' 6" Gauge. | | | | | | | | | | | | | | | | | |
| Arrah-Sasaram Light | .. | .. | .. | .. | -18 | -8 | .. | -24 | -278 | .. | -18 | 56 | .. | 56 | .. | .. | |
| Baraset Basirhat Light | .. | .. | .. | .. | -1 | -4 | .. | -50 | 66 | -3 | -4 | .. | .. | .. | .. | .. | |
| Bukhtiarpur-Bihar Light | .. | .. | .. | .. | 4 | .. | .. | 41 | 89 | .. | 4 | .. | .. | .. | .. | .. | |
| Cutch State | .. | .. | .. | .. | 1 | .. | 6 | .. | .. | .. | 1 | 5 | .. | 5 | .. | .. | |
| Dholpur State | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | -1 | .. | -1 | .. | .. | |
| Tezpur-Belipara | -1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Total | -1 | .. | .. | .. | -14 | -12 | 6 | -33 | -123 | -3 | -17 | 60 | .. | 60 | .. | .. | |
| 2' 0" Gauge. | | | | | | | | | | | | | | | | | |
| Gwalior Light | .. | .. | .. | .. | 8 | 6 | .. | .. | 48 | -10 | -2 | .. | .. | .. | .. | -1 | |
| Howrah-Amra Light | -1 | .. | .. | .. | -6 | .. | .. | -22 | -136 | -2 | -8 | .. | .. | .. | .. | (c) 7 | |
| Howrah Sheekhala Light | .. | .. | .. | .. | 2 | -4 | .. | 32 | 15 | .. | 2 | .. | .. | .. | .. | 6 | |
| Matheran Light | 1 | 1 | .. | .. | -4 | 15 | 2 | .. | -6 | -1 | -5 | .. | .. | .. | .. | .. | |
| Total | .. | 1 | .. | .. | .. | 17 | 2 | 10 | -79 | -13 | -13 | .. | .. | .. | .. | (c) 12 | |

†In units.

(c) See remark on page 214.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

| Railway. | Gauge. | Year. | PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS). | | | | | * Other traffic. | PASSENGERS CARRIED (IN HUNDREDS). | | | | |
|---------------------------------------|----------|---------|---|-------|--------|----------|----------|------------------------|--------------------------------------|-----------|-------------|-----------|-------------------------------|
| | | | 1st. | 2nd. | Inter. | 3rd. | Total. | | * 1st. | * 2nd. | * Inter. | * 3rd. | * Total (Cols. 8+9). |
| | | | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| CLASS II RAILWAYS. | | | | | | | | | | | | | |
| Bard Light | 2' 6" } | 1934-35 | .. | 2,8 | .. | 851,4 | 854,2 | 138,2 | .. | 3,6 | .. | 988,9 | 992,4 |
| | | 1935-36 | .. | 2,5 | .. | 896,6 | 899,1 | 172,2 | .. | 3,2 | .. | 1,068,1 | 1,071,3 |
| Bengal Doon | 3' 3½" } | 1934-35 | 1,1 | 2,1 | 17,0 | 1,050,7 | 1,070,9 | 35,6 | 1,2 | 2,5 | 17,8 | 1,085,0 | 1,106,5 |
| | | 1935-36 | 8 | 2,0 | 15,7 | 1,019,0 | 1,037,5 | 28,3 | 1,0 | 2,4 | 16,4 | 1,046,0 | 1,065,8 |
| Bhavnagar State | 3' 3½" } | 1934-35 | 1,0 | 20,9 | .. | 2,690,4 | 2,712,3 | 337,3 | 1,5 | 27,0 | .. | 3,021,7 | 3,049,6 |
| | | 1935-36 | 9 | 21,2 | .. | 2,706,0 | 2,728,1 | 320,4 | 1,4 | 27,4 | .. | 3,019,7 | 3,048,5 |
| Bikaner State | 3' 3½" } | 1934-35 | 1,0 | 5,2 | 11,0 | 1,870,8 | 1,888,0 | 174,8 | 1,3 | 6,9 | 12,9 | 2,041,7 | 2,062,8 |
| | | 1935-36 | 7 | 5,7 | 11,8 | 1,943,5 | 1,961,7 | 171,7 | 1,0 | 7,6 | 13,6 | 2,111,2 | 2,133,4 |
| Darjeeling Himalayan | 2' 0" } | 1934-35 | 8 | 7,4 | .. | 613,8 | 622,0 | 10,6 | 1,1 | 10,3 | .. | 621,2 | 632,6 |
| | | 1935-36 | 1,1 | 9,3 | .. | 680,7 | 691,1 | 10,2 | 1,6 | 12,0 | .. | 687,7 | 701,3 |
| Dibru Sadiya | 3' 3½" } | 1934-35 | 3,1 | 5,5 | 28,5 | 1,312,5 | 1,349,6 | 48,4 | 3,4 | 6,1 | 29,7 | 1,358,8 | 1,398,0 |
| | | 1935-36 | 2,8 | 4,7 | 20,7 | 1,303,2 | 1,340,4 | 46,7 | 3,1 | 5,1 | 31,5 | 1,347,4 | 1,387,1 |
| Gadkwar's Baroda State | 3' 2½" } | 1934-35 | 3 | 7,2 | .. | 3,384,2 | 3,391,7 | 756,3 | 1,2 | 12,5 | .. | 4,134,3 | 4,148,0 |
| | | 1935-36 | 2 | 7,7 | .. | 3,517,8 | 3,525,7 | 734,6 | 9 | 13,3 | .. | 4,246,1 | 4,260,3 |
| | 2' 6" } | 1934-35 | 5 | 19,5 | .. | 2,772,5 | 2,792,5 | 192,7 | 5 | 20,4 | .. | 2,964,3 | 2,985,2 |
| | | 1935-36 | 5 | 18,4 | .. | 2,693,0 | 2,711,9 | 188,3 | 5 | 19,3 | .. | 2,880,4 | 2,900,2 |
| Gondal | 3' 3½" } | 1934-35 | 4 | 13,1 | .. | 1,476,0 | 1,489,5 | 739,9 | 1,3 | 27,1 | .. | 2,201,0 | 2,229,4 |
| | | 1935-36 | 4 | 11,1 | .. | 1,470,6 | 1,482,1 | 713,6 | 1,2 | 24,5 | .. | 2,170,0 | 2,195,7 |
| Jamnagar Dwarka | 3' 3½" } | 1934-35 | 1,2 | 8,4 | .. | 641,7 | 651,3 | 87,3 | 1,6 | 11,3 | .. | 725,7 | 738,6 |
| | | 1935-36 | 9 | 7,9 | .. | 633,7 | 642,5 | 83,5 | 1,2 | 10,5 | .. | 714,3 | 726,0 |
| Junagad State | 3' 3½" } | 1934-35 | 1,1 | 16,8 | .. | 1,847,8 | 1,865,7 | 238,4 | 1,3 | 21,6 | .. | 2,081,2 | 2,104,1 |
| | | 1935-36 | 8 | 15,8 | .. | 1,996,9 | 2,013,5 | 245,7 | 1,1 | 20,5 | .. | 2,237,6 | 2,259,2 |
| Morvi | 3' 3½" } | 1934-35 | 8 | 10,7 | .. | 735,7 | 747,2 | 339,3 | 2,3 | 23,3 | .. | 1,060,9 | 1,086,5 |
| | | 1935-36 | 8 | 12,2 | .. | 860,0 | 882,0 | 342,3 | 2,3 | 25,4 | .. | 1,196,6 | 1,224,3 |
| Mysore | 3' 3½" } | 1934-35 | 1,8 | 19,9 | 40,2 | 2,979,3 | 3,041,2 | 100,8 | 2,0 | 21,1 | 41,7 | 3,077,2 | 3,142,0 |
| | | 1935-36 | 1,5 | 32,9 | 5,9 | 3,170,5 | 3,210,8 | 103,2 | 1,7 | 34,5 | 6,2 | 3,271,6 | 3,314,0 |
| | 2' 6" } | 1934-35 | .. | 9 | .. | 647,3 | 648,2 | 18,0 | .. | 1,0 | .. | 665,2 | 666,2 |
| | | 1935-36 | .. | 1,1 | .. | 817,2 | 818,3 | 17,1 | .. | 1,1 | .. | 834,3 | 835,4 |
| Shahdara (Delhi)-Saharanpur Light. | 2' 0" } | 1934-35 | .. | 1 | .. | 41,7 | 41,8 | 2 | .. | 2 | .. | 41,8 | 42,0 |
| | | 1935-36 | .. | 3 | .. | 35,1 | 35,4 | 2 | .. | 3 | .. | 35,3 | 35,6 |
| TOTAL CLASS II RAILWAYS | | 1934-35 | 13,3 | 146,4 | 103,0 | 23,856,2 | 24,118,9 | 3,258,1 | 18,9 | 200,5 | 108,6 | 27,049,0 | 27,377,0 |
| | | 1935-36 | 11,6 | 160,5 | 71,8 | 24,679,4 | 24,919,3 | 3,193,6 | 17,2 | 210,8 | 76,5 | 27,808,4 | 28,112,9 |
| CLASS III RAILWAYS. | | | | | | | | | | | | | |
| Ahmadpur Katwa | 2' 6" } | 1934-35 | .. | 4 | 3,3 | 209,5 | 213,2 | 5,9 | 1 | 4 | 3,7 | 214,9 | 219,1 |
| | | 1935-36 | 1 | 4 | 2,8 | 176,1 | 179,4 | 5,5 | 1 | 4 | 3,2 | 181,2 | 184,9 |
| Arrah-Sasaram Light | 2' 6" } | 1934-35 | 5 | .. | 5,2 | 389,1 | 394,8 | 2,3 | 5 | .. | 5,3 | 391,3 | 397,1 |
| | | 1935-36 | 4 | .. | 5,4 | 416,3 | 422,1 | 5,4 | 4 | .. | 5,5 | 421,6 | 427,5 |
| Bankura-Damodar River | 2' 6" } | 1934-35 | .. | 4 | 1,5 | 154,5 | 156,4 | 1,0 | .. | 4 | 1,6 | 155,4 | 157,4 |
| | | 1935-36 | 1 | 5 | 1,5 | 144,3 | 146,4 | 1,1 | 1 | 5 | 1,6 | 145,3 | 147,5 |
| Baraset Usirhat Light | 2' 6" } | 1934-35 | 4,3 | .. | 44,1 | 1,205,3 | 1,253,7 | 1,2 | 4,3 | .. | 44,1 | 1,206,5 | 1,254,9 |
| | | 1935-36 | 4,0 | .. | 50,0 | 1,244,2 | 1,298,2 | 7 | 4,0 | .. | 50,1 | 1,244,8 | 1,298,9 |
| Bengal Provincial | 2' 0" } | 1934-35 | 1 | 8 | 5,4 | 357,9 | 364,2 | 65,2 | 1 | 1,2 | 7,6 | 420,5 | 429,4 |
| | | 1935-36 | .. | 7 | 5,8 | 270,8 | 277,3 | 54,8 | .. | 1,1 | 7,6 | 323,4 | 332,1 |

* Columns 9 to 14 and 20 to 24.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class II and III Railways for the years 1934-35 and 1935-36.

| PASSENGER MILES (IN THOUSANDS). | | | | | AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED. | | | | | EARNINGS FROM PASSENGERS CARRIED (EXCLUDING REFUNDS) (IN THOUSANDS). | | | | | Railway. |
|------------------------------------|-------|--------|---------|---------|---|------|--------|------|--------|--|------|--------|---------|---------|--------------------------------|
| 1st. | 2nd. | Inter. | 3rd. | Total. | 1st. | 2nd. | Inter. | 3rd. | Total. | 1st. | 2nd. | Inter. | 3rd. | Total. | |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | |
| | | | | | | | | | | Ra. | Ra. | Ra. | Ra. | Ra. | Class II Rv. |
| 2 | 192 | .. | 33,237 | 33,431 | 56.6 | 54.7 | .. | 33.6 | 33.7 | .. | 10 | .. | 6.92 | 7.02 | Barai Light. |
| .. | 192 | .. | 42,425 | 42,607 | .. | 56.6 | .. | 39.7 | 39.8 | .. | 9 | .. | 8.11 | 8.20 | |
| 35 | 66 | 289 | 19,688 | 20,078 | 27.4 | 26.8 | 16.2 | 13.1 | 13.1 | 8 | 4 | 8 | 3.26 | 3.46 | Bengal Dooars. |
| 29 | 63 | 261 | 18,549 | 18,902 | 28.9 | 26.5 | 15.9 | 17.7 | 17.7 | 7 | 4 | 7 | 3.03 | 3.26 | |
| 108 | 1,424 | .. | 82,023 | 83,555 | 72.0 | 52.7 | .. | 27.2 | 27.4 | 10 | 63 | .. | 14.56 | 15.29 | Bavnagar State. |
| 97 | 1,442 | .. | 81,726 | 83,265 | 69.3 | 52.6 | .. | 27.1 | 27.3 | 9 | 64 | .. | 14.51 | 15.24 | |
| 93 | 405 | 782 | 76,010 | 77,290 | 71.6 | 58.7 | 60.6 | 37.2 | 37.5 | 12 | 25 | 22 | 15.84 | 16.43 | Bikaner State. |
| 73 | 420 | 803 | 78,634 | 79,930 | 75.9 | 54.9 | 59.2 | 37.3 | 37.5 | 9 | 26 | 23 | 16.32 | 16.90 | |
| 41 | 397 | .. | 9,118 | 9,556 | 38.9 | 38.3 | .. | 14.7 | 15.1 | 8 | 36 | .. | 2.26 | 2.70 | Darjeeling Himala- yan. |
| 68 | 453 | .. | 9,400 | 9,921 | 42.1 | 37.8 | .. | 13.7 | 14.1 | 11 | 42 | .. | 2.46 | 2.99 | |
| 77 | 146 | 645 | 19,179 | 20,047 | 20.0 | 22.0 | 19.0 | 13.0 | 13.0 | 7 | 7 | 18 | 4.00 | 4.32 | Dibru Sadiya. |
| 63 | 117 | 630 | 17,436 | 18,246 | 20.0 | 23.0 | 20.0 | 13.0 | 13.0 | 6 | 5 | 18 | 3.42 | 3.71 | |
| 46 | 324 | .. | 67,704 | 68,074 | 37.4 | 25.9 | .. | 16.4 | 16.4 | 5 | 20 | .. | 13.23 | 13.48 | Gaekwar's Baroda State. |
| 35 | 351 | .. | 69,865 | 70,251 | 38.0 | 26.5 | .. | 16.5 | 16.5 | 4 | 21 | .. | 13.64 | 13.89 | |
| 18 | 377 | .. | 39,505 | 39,900 | 34.2 | 18.6 | .. | 13.3 | 13.4 | 2 | 18 | .. | 10.06 | 10.26 | |
| 18 | 377 | .. | 38,549 | 38,944 | 33.7 | 19.0 | .. | 13.4 | 13.4 | 2 | 18 | .. | 9.76 | 9.96 | |
| 60 | 988 | .. | 52,052 | 53,100 | 45.4 | 36.5 | .. | 23.6 | 23.8 | 5 | 46 | .. | 9.34 | 9.55 | Gondal |
| 59 | 935 | .. | 51,204 | 52,198 | 46.7 | 38.3 | .. | 23.6 | 23.8 | 6 | 43 | .. | 9.28 | 9.77 | |
| 102 | 632 | .. | 26,401 | 27,135 | 63.3 | 56.0 | .. | 36.4 | 36.7 | 11 | 34 | .. | 5.93 | 6.38 | Jamnagar Dwarka. |
| 75 | 581 | .. | 25,627 | 26,283 | 62.4 | 55.4 | .. | 35.9 | 36.2 | 8 | 31 | .. | 5.73 | 6.12 | |
| 43 | 615 | .. | 40,433 | 41,091 | 31.8 | 28.5 | .. | 19.4 | 19.5 | 4 | 28 | .. | 7.33 | 7.65 | Junagad State. |
| 35 | 623 | .. | 43,778 | 44,436 | 32.7 | 30.4 | .. | 19.6 | 19.7 | 3 | 27 | .. | 7.92 | 8.22 | |
| 155 | 1,406 | .. | 40,901 | 42,462 | 65.8 | 60.4 | .. | 38.6 | 39.1 | 15 | 68 | .. | 7.53 | 8.36 | Morvi |
| 158 | 1,529 | .. | 44,219 | 45,906 | 68.2 | 60.3 | .. | 37.0 | 37.5 | 15 | 74 | .. | 7.94 | 8.83 | |
| 143 | 1,229 | 2,047 | 75,084 | 78,503 | 71.5 | 58.2 | 49.1 | 24.4 | 25.0 | 14 | 48 | 58 | 13.57 | 14.77 | Mysore. |
| 129 | 2,066 | 361 | 79,069 | 81,625 | 75.9 | 59.9 | 58.2 | 24.2 | 24.6 | 13 | 69 | 10 | 13.90 | 14.82 | |
| .. | 17 | .. | 11,734 | 11,751 | .. | 17.0 | .. | 17.6 | 17.6 | .. | 1 | .. | 1.80 | 1.81 | |
| .. | 22 | .. | 14,789 | 14,811 | .. | 20.0 | .. | 17.7 | 17.7 | .. | 1 | .. | 1.90 | 1.91 | |
| .. | 2 | .. | 666 | 668 | .. | 10.0 | .. | 15.9 | 15.9 | .. | .. | .. | 12 | 12 | |
| .. | 5 | .. | 570 | 575 | .. | 16.7 | .. | 16.1 | 16.2 | .. | .. | .. | 11 | 11 | |
| 8 | 144 | 152 | 22,277 | 22,581 | 30.0 | 21.0 | 23.0 | 22.0 | 22.0 | .. | 7 | 6 | 4.64 | 4.77 | Shahdara (Delhi) |
| 5 | 100 | 190 | 21,265 | 21,560 | 29.2 | 26.8 | 21.5 | 22.5 | 22.5 | .. | 5 | 8 | 4.43 | 4.56 | Saharan- pur Light. |
| 931 | 8,364 | 3,915 | 616,012 | 629,222 | 49.3 | 41.7 | 36.0 | 22.8 | 23.0 | 1,01 | 4,15 | 1,12 | 1,20,39 | 1,26,67 | Total Class II Rys. |
| 844 | 9,266 | 2,245 | 637,105 | 649,460 | 49.1 | 43.9 | 29.3 | 22.9 | 23.1 | 93 | 4,39 | 66 | 1,22,51 | 1,28,49 | |
| | | | | | | | | | | | | | | | Class III Rys. |
| 1 | 7 | 53 | 2,531 | 2,592 | 10.0 | 17.5 | 14.3 | 11.8 | 11.8 | .. | 1 | 2 | 79 | 82 | Ahmadpur Katwa. |
| 1 | 6 | 42 | 2,066 | 2,115 | 10.0 | 15.0 | 13.1 | 11.4 | 11.4 | .. | .. | 2 | 65 | 67 | |
| 18 | .. | 167 | 8,372 | 8,557 | 33.0 | .. | 31.0 | 21.0 | 21.0 | 1 | .. | 7 | 1.96 | 2.04 | Arrah- Sasaram Light. |
| 17 | .. | 172 | 9,001 | 9,190 | 36.0 | .. | 31.4 | 21.3 | 21.4 | 1 | .. | 7 | 2.11 | 2.19 | |
| .. | 8 | 33 | 2,479 | 2,520 | .. | 20.0 | 20.6 | 16.0 | 16.0 | .. | 1 | 1 | 77 | 79 | Bankura- Damodar River. |
| 1 | 13 | 30 | 2,289 | 2,333 | 10.0 | 26.0 | 18.8 | 15.8 | 15.8 | .. | 1 | 1 | 72 | 74 | |
| 109 | .. | 746 | 17,850 | 18,705 | 25.0 | .. | 16.0 | 14.0 | 14.0 | 4 | .. | 20 | 3.27 | 3.51 | Baraset- Kasirhat Light. |
| 110 | .. | 797 | 18,524 | 19,431 | 27.0 | .. | 15.9 | 14.8 | 14.9 | 4 | .. | 21 | 3.40 | 3.65 | |
| .. | 7 | 47 | 2,791 | 2,845 | 4.38 | 5.66 | 6.14 | 6.23 | 6.76 | .. | .. | 2 | 70 | 72 | Bengal Provis- ional |
| .. | 6 | 44 | 2,162 | 2,152 | 7.97 | 5.64 | 5.76 | 6.50 | 6.48 | .. | .. | 2 | 53 | 55 | |

36 - Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1934-35 and 1935-36—contd.

| Railway. | Gauge. | Year | AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE. | | | | | TONS OF GOODS CARRIED (IN THOUSANDS). | | | Net ton miles (In thou- sands). | * Aver- age miles a ton of goods was car- ried. | Earnings from tons carried (in thou- sands) (Excluding refunds). | Average rate charged for carry- ing a ton of goods one mile. (In pies.) |
|---|-----------|---------|--|------|--------|------|--------|--|------------------------------|-------------|--|--|---|--|
| | | | 1st. | 2nd. | Inter. | 3rd. | Total. | Originat- ing on home line (whether local or foreign). | * (Other traf- fic. | * Total. | | | | |
| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 |
| CLASS II RAILWAYS. | | | | | | | | | | | | | Rs. | |
| Bacul Light | 2' 6" | 1934-35 | 16.0 | 10.0 | .. | 4.00 | 4.00 | 119 | 66 | 185 | 10,785 | 58.2 | 9,70 | 17.3 |
| | | 1935-36 | .. | 10.0 | .. | 3.07 | 3.70 | 125 | 61 | 186 | 10,165 | 54.6 | 9,71 | 18.3 |
| Bengal Dockers | 3' 3 1/2" | 1934-35 | 24.5 | 12.0 | 5.34 | 3.00 | 3.10 | 164 | 111 | 275 | 16,985 | 61.8 | 16,13 | 18.2 |
| | | 1935-36 | 24.5 | 12.1 | 5.33 | 3.00 | 3.10 | 160 | 92 | 252 | 14,562 | 57.8 | 14,29 | 18.8 |
| Bhavnagar State | 3' 3 1/2" | 1934-35 | 17.8 | 8.49 | .. | 3.41 | 3.51 | 456 | 169 | 625 | 33,475 | 53.6 | 17,43 | 10.0 |
| | | 1935-36 | 17.8 | 8.52 | .. | 3.41 | 3.51 | 411 | 145 | 556 | 32,728 | 58.9 | 16,39 | 9.62 |
| Bikaner State | 3' 3 1/2" | 1934-35 | 24.8 | 11.9 | 5.40 | 4.00 | 4.08 | 281 | 133 | 414 | 49,000 | 118.4 | 19,51 | 7.64 |
| | | 1935-36 | 24.0 | 12.0 | 5.50 | 3.98 | 4.06 | 286 | 145 | 431 | 48,200 | 111.9 | 19,66 | 7.85 |
| Darjeeling Himalayan | 2' 0" | 1934-35 | 39.1 | 17.5 | .. | 4.74 | 5.43 | 117 | 35 | 152 | 4,558 | 30.0 | 12,28 | 61.7 |
| | | 1935-36 | 31.4 | 18.2 | .. | 5.02 | 5.81 | 139 | 29 | 168 | 4,895 | 29.1 | 12,73 | 50.0 |
| Dibru Sadiya | 3' 3 1/2" | 1934-35 | 18.0 | 9.00 | 5.50 | 4.00 | 4.00 | 326 | 58 | 384 | 13,377 | 35.0 | 15,54 | 22.0 |
| | | 1935-36 | 18.0 | 9.00 | 5.50 | 4.00 | 4.00 | 575 | 55 | 630 | 15,175 | 24.0 | 15,51 | 20.0 |
| Gaskwar's Baroda State | 3' 3 1/2" | 1934-35 | 23.8 | 11.7 | .. | 3.75 | 3.80 | 98 | 276 | 374 | 12,301 | 32.9 | 8,58 | 13.4 |
| | | 1935-36 | 23.3 | 11.7 | .. | 3.75 | 3.80 | 115 | 254 | 369 | 12,056 | 32.7 | 7,90 | 12.6 |
| | 2' 6" | 1934-35 | 24.0 | 9.01 | .. | 4.89 | 4.94 | 276 | 112 | 388 | 11,925 | 30.7 | 10,89 | 17.5 |
| | | 1935-36 | 24.0 | 9.00 | .. | 4.86 | 4.91 | 256 | 110 | 366 | 11,198 | 30.6 | 10,32 | 17.7 |
| Gondal | 3' 3 1/2" | 1934-35 | 17.8 | 8.86 | .. | 3.45 | 3.54 | 126 | 264 | 390 | 15,623 | 40.0 | 11,48 | 14.1 |
| | | 1935-36 | 17.8 | 8.92 | .. | 3.48 | 3.59 | 106 | 246 | 352 | 12,976 | 36.8 | 9,40 | 13.9 |
| Jainnagar Dwarka | 3' 3 1/2" | 1934-35 | 19.6 | 10.4 | .. | 4.31 | 4.51 | 323 | 40 | 363 | 14,055 | 38.7 | 7,09 | 9.69 |
| | | 1935-36 | 19.7 | 10.3 | .. | 4.29 | 4.47 | 346 | 51 | 397 | 15,304 | 38.5 | 7,27 | 9.12 |
| Junagad State | 3' 3 1/2" | 1934-35 | 17.6 | 8.59 | .. | 3.48 | 3.57 | 253 | 49 | 302 | 13,216 | 43.8 | 8,01 | 11.6 |
| | | 1935-36 | 17.2 | 8.38 | .. | 3.47 | 3.55 | 243 | 39 | 282 | 11,910 | 42.2 | 7,31 | 11.8 |
| Murvi | 3' 3 1/2" | 1934-35 | 18.8 | 9.29 | .. | 3.53 | 3.78 | 148 | 121 | 269 | 13,793 | 51.2 | 7,69 | 10.7 |
| | | 1935-36 | 18.6 | 9.33 | .. | 3.45 | 3.70 | 180 | 110 | 299 | 14,704 | 49.2 | 8,20 | 10.7 |
| Mysore | 3' 3 1/2" | 1934-35 | 18.8 | 7.50 | 5.44 | 3.47 | 3.61 | 207 | 116 | 323 | 19,708 | 61.0 | 11,60 | 17.3 |
| | | 1935-36 | 19.4 | 6.41 | 5.32 | 3.38 | 3.49 | 247 | 111 | 358 | 20,228 | 56.5 | 12,43 | 11.8 |
| | 2' 6" | 1934-35 | .. | 11.3 | .. | 2.95 | 2.96 | 24 | 5 | 29 | 1,345 | 46.4 | 1,05 | 15.0 |
| | | 1935-36 | .. | 8.73 | .. | 2.48 | 2.49 | 28 | 8 | 36 | 1,548 | 43.0 | 1,19 | 14.8 |
| | 2' 0" | 1934-35 | .. | .. | .. | 3.46 | 3.45 | 7 | 1 | 8 | 234 | 29.3 | 31 | 25.4 |
| | | 1935-36 | .. | .. | .. | 3.37 | 3.34 | 8 | .. | 8 | 236 | 29.5 | 39 | 31.7 |
| Shabdara (Delhi) Saharan- pur Light. | 2' 6" | 1934-35 | 14.0 | 9.00 | 7.50 | 4.00 | 4.00 | 64 | 36 | 100 | 3,914 | 39.0 | 3,28 | 16.0 |
| | | 1935-36 | 14.0 | 9.00 | 7.50 | 4.00 | 4.05 | 108 | 41 | 149 | 4,872 | 32.6 | 4,28 | 16.9 |
| TOTAL CLASS II RAILWAYS | .. | 1934-35 | 20.8 | 9.53 | 5.49 | 3.75 | 3.86 | 2,989 | 1,592 | 4,581 | 234,294 | 51.1 | 1,60,57 | 13.2 |
| | | 1935-36 | 21.2 | 9.10 | 5.64 | 3.69 | 3.80 | 3,333 | 1,506 | 4,839 | 230,757 | 47.7 | 1,56,98 | 13.1 |
| CLASS III RAILWAYS. | | | | | | | | | | | | | | |
| Ahmadpur Katwa | 2' 6" | 1934-35 | .. | 27.1 | 7.25 | 5.99 | 6.08 | 9 | 6 | 15 | 303 | 20.2 | 20 | 12.7 |
| | | 1935-36 | .. | .. | 9.14 | 6.04 | 6.09 | 5 | 6 | 11 | 226 | 20.5 | 15 | 12.7 |
| Arrah-Sasaram Light | 2' 6" | 1934-35 | 15.0 | .. | 8.00 | 5.00 | 5.00 | 86 | 8 | 94 | 2,832 | 30.0 | 1,37 | 9.00 |
| | | 1935-36 | 15.0 | .. | 7.50 | 4.50 | 4.57 | 76 | 9 | 85 | 2,384 | 27.9 | 1,29 | 10.3 |
| Bankura-Damoodar River | 2' 6" | 1934-35 | .. | 24.0 | 5.82 | 5.96 | 6.02 | 16 | 7 | 23 | 978 | 42.5 | 48 | 9.42 |
| | | 1935-36 | .. | 14.8 | 6.40 | 6.04 | 6.09 | 10 | 5 | 15 | 630 | 42.0 | 32 | 9.75 |
| Baraset-Basirhat Light | 2' 6" | 1934-35 | 7.00 | .. | 5.00 | 3.00 | 3.00 | 24 | 6 | 30 | 1,236 | 30.0 | 1,09 | 16.0 |
| | | 1935-36 | 7.81 | .. | 5.08 | 3.52 | 3.60 | 46 | 7 | 53 | 1,528 | 28.9 | 1,36 | 17.1 |
| Bengal Provincial | 2' 6" | 1934-35 | 25.3 | 10.9 | 6.45 | 4.78 | 4.82 | 6 | 4 | 10 | 138 | 13.3 | 16 | 122.2 |
| | | 1935-36 | 20.6 | 11.9 | 6.12 | 4.87 | 4.92 | 10 | 4 | 14 | 110 | 8.05 | 13 | 23.9 |

* Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same Railway are considered as two or more separate consignments.
 † Revised figure.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1934-35 and 1935-36—contd.

| Railway | Gauge. | Year. | PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS). | | | | | Other traffic. | PASSENGERS CARRIED (IN HUNDREDS). | | | | |
|---------------------------------|--------|---------|---|------|--------|---------|---------|-------------------|--------------------------------------|------|--------|---------|------------------------|
| | | | 1st. | 2nd. | Inter. | 3rd. | Total. | | 1st. | 2nd. | Inter. | 3rd. | Total. |
| | | | 4 | 5 | 6 | 7 | 8 | | 10 | 11 | 12 | 13 | 14 (Cols. 8 + 9) |
| CLASS III—contd. | | | | | | | | | | | | | |
| Bukhtiarpur Bihar Light . | 2' 6" | 1934-35 | 1 | 1.6 | 11.7 | 530.8 | 544.2 | 49.6 | 1 | 1.8 | 14.4 | 577.5 | 693.8 |
| | | 1935-36 | 1 | 1.2 | 10.3 | 435.1 | 446.7 | 44.8 | 1 | 1.4 | 12.0 | 477.1 | 491.5 |
| Bordwan-Katwa | 2' 6" | 1934-35 | .. | 3 | 3.6 | 244.7 | 248.6 | 10.0 | .. | 3 | 3.9 | 254.4 | 258.6 |
| | | 1935-36 | .. | 4 | 3.3 | 204.1 | 207.8 | 9.6 | .. | 5 | 3.5 | 213.4 | 217.4 |
| Cutch State | 2' 0" | 1934-35 | .. | 4.5 | .. | 237.8 | 242.3 | .. | .. | 4.5 | .. | 237.8 | 242.3 |
| | | 1935-36 | .. | 3.3 | .. | 200.8 | 204.1 | .. | .. | 3.3 | .. | 200.8 | 204.1 |
| Dehri Rohtas Light . . . | 2' 6" | 1934-35 | 2 | .. | 3 | 83.7 | 84.2 | .. | 2 | .. | 3 | 83.7 | 84.2 |
| | | 1935-36 | 1 | .. | 3 | 90.0 | 91.3 | .. | 1 | .. | 3 | 90.0 | 91.3 |
| Dholpur State | 2' 6" | 1934-35 | .. | 2 | .. | 116.1 | 116.3 | .. | .. | 2 | .. | 116.1 | 116.3 |
| | | 1935-36 | .. | 2 | .. | 130.8 | 131.0 | 1 | .. | 2 | .. | 130.0 | 131.1 |
| Futwah-Islampur | 2' 0" | 1934-35 | 3 | .. | 5.6 | 236.6 | 242.5 | 19.8 | 3 | .. | 6.6 | 255.4 | 262.3 |
| | | 1935-36 | 2 | .. | 5.3 | 207.5 | 213.0 | 18.0 | 2 | .. | 6.5 | 224.3 | 231.0 |
| Gwalior Light | 2' 6" | 1934-35 | .. | 1.8 | .. | 484.8 | 486.6 | 1.7 | .. | 1.8 | .. | 486.5 | 488.3 |
| | | 1935-36 | .. | 1.6 | .. | 480.4 | 491.0 | 2.6 | .. | 1.6 | .. | 492.0 | 493.6 |
| Howrah Amta Light . . . | 2' 0" | 1934-35 | 3.7 | .. | 47.9 | 2,528.1 | 2,579.7 | 2 | 3.7 | .. | 47.9 | 2,528.3 | 2,579.9 |
| | | 1935-36 | 3.5 | .. | 62.0 | 2,443.0 | 2,508.5 | 1 | 3.5 | .. | 62.0 | 2,443.1 | 2,508.6 |
| Howrah-Sheakhala Light . | 2' 0" | 1934-35 | 4 | .. | 13.1 | 642.6 | 656.1 | 1 | 4 | .. | 13.1 | 642.7 | 656.2 |
| | | 1935-36 | 4 | .. | 10.3 | 643.2 | 653.9 | .. | 4 | .. | 10.3 | 643.2 | 653.9 |
| Jagadhri Light | 2' 0" | 1934-35 | .. | .. | 1 | 73.4 | 73.5 | .. | .. | .. | 1 | 73.4 | 73.5 |
| | | 1935-36 | .. | .. | 1 | 70.4 | 70.5 | .. | .. | .. | 1 | 70.4 | 70.5 |
| Jessore-Jhenidah | 2' 6" | 1934-35 | † | † | † | † | † | † | † | † | † | † | † |
| | | 1935-36 | † | † | † | † | † | † | † | † | † | † | † |
| Jorhat (Provincial) . . . | 2' 0" | 1934-35 | † | † | † | † | † | † | † | † | † | † | † |
| | | 1935-36 | † | † | † | † | † | † | † | † | † | † | † |
| Kalighat-Falta | 2' 6" | 1934-35 | .. | 1 | 4.4 | 522.8 | 527.3 | .. | .. | 1 | 4.4 | 522.8 | 527.3 |
| | | 1935-36 | .. | 1 | 4.3 | 665.6 | 670.0 | .. | .. | 1 | 4.3 | 665.6 | 670.0 |
| Kulasekarapatnam Light . | 2' 0" | 1934-35 | .. | .. | .. | 154.7 | 154.7 | .. | .. | .. | .. | 154.7 | 154.7 |
| | | 1935-36 | .. | .. | .. | 151.1 | 151.1 | .. | .. | .. | .. | 151.1 | 151.1 |
| Matheran Light | 2' 0" | 1934-35 | 5 | 3.3 | .. | 6.6 | 10.4 | 12.6 | 1.5 | 8.6 | .. | 12.9 | 23.0 |
| | | 1935-36 | 6 | 2.9 | .. | 6.7 | 10.2 | 14.2 | 1.6 | 8.6 | .. | 14.2 | 24.4 |
| Porbandar State | 3' 3½" | 1934-35 | 2 | 2.0 | .. | 329.9 | 332.1 | 59.1 | 3 | 3.4 | .. | 387.5 | 391.2 |
| | | 1935-36 | 2 | 2.1 | .. | 324.8 | 327.1 | 61.7 | 3 | 3.3 | .. | 385.2 | 388.8 |
| Tezpur-Balipara | 2' 6" | 1934-35 | 3 | .. | 1.5 | 249.0 | 250.8 | .. | 3 | .. | 1.5 | 249.0 | 250.8 |
| | | 1935-36 | 3 | .. | 1.6 | 247.0 | 249.8 | .. | 3 | .. | 1.6 | 247.0 | 249.8 |
| Trivellore Light | 2' 0" | 1934-35 | .. | .. | .. | 19.0 | 19.0 | .. | .. | .. | .. | 19.0 | 19.0 |
| | | 1935-36 | .. | .. | .. | 33.0 | 33.0 | .. | .. | .. | .. | 33.0 | 33.0 |
| Udaipur-Chitorgarh . . . | 3' 3½" | 1934-35 | 5 | 2.6 | 2.2 | 505.3 | 510.6 | 57.8 | 1.0 | 4.0 | 2.3 | 561.1 | 568.4 |
| | | 1935-36 | 6 | 3.0 | 2.0 | 559.0 | 565.2 | 69.8 | 1.5 | 5.0 | 2.6 | 625.9 | 635.0 |
| TOTAL CLASS III RAILWAYS | .. | 1934-35 | 11.1 | 18.0 | 149.9 | 9,252.2 | 9,461.2 | 286.5 | 12.8 | 26.7 | 156.8 | 9,551.4 | 9,747.7 |
| | | 1935-36 | 10.6 | 16.4 | 165.6 | 9,155.0 | 9,347.6 | 268.4 | 12.6 | 26.0 | 172.1 | 9,425.3 | 9,636.0 |

† Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Not available

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

| Railway. | Gauge. | Year. | PASSENGER MILES (IN THOUSANDS). | | | | | AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED. | | | | | |
|----------------------------|--------|-------|------------------------------------|------|--------|-------|-----------|---|-----------|-------------|-----------|-------------|--------|
| | | | 1st. | 2nd. | Inter. | 3rd. | Total. | * 1st. | * 2nd. | * Inter. | * 3rd. | * Total. | |
| | | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | |
| Class III—continued. | | | | | | | | | | | | | |
| Bukhtiarpur-Bihar Light . | 2' 6" | { | 1934-35 | 2 | 34 | 290 | 9,822 | 10,148 | 20·0 | 19·0 | 20·0 | 17·0 | 17·0 |
| | | | 1935-36 | 2 | 30 | 248 | 7,649 | 7,929 | 24·6 | 21·0 | 19·2 | 16·0 | 16·1 |
| Burdwan-Katwa . . . | 2' 6" | { | 1934-35 | .. | 8 | 79 | 3,339 | 3,426 | .. | 26·7 | 20·3 | 13·1 | 13·2 |
| | | | 1935-36 | .. | 9 | 71 | 2,774 | 2,854 | .. | 18·0 | 20·3 | 13·0 | 13·1 |
| Cooch-State | 2' 6" | { | 1934-35 | .. | 111 | .. | 4,893 | 5,004 | .. | 24·8 | .. | 20·6 | 20·7 |
| | | | 1935-36 | .. | 107 | .. | 5,602 | 5,709 | .. | 31·8 | .. | 27·9 | 28·0 |
| Dehri Rohtas Light . . . | 2' 6" | { | 1934-35 | 3 | .. | 5 | 1,093 | 1,101 | 17·0 | .. | 17·0 | 13·0 | 13·0 |
| | | | 1935-36 | 3 | .. | 5 | 1,155 | 1,163 | 19·0 | .. | 16·0 | 13·0 | 13·0 |
| Dholpur State | 2' 6" | { | 1934-35 | .. | 4 | .. | 2,184 | 2,188 | .. | 25·7 | .. | 18·8 | 18·8 |
| | | | 1935-36 | .. | 4 | .. | 2,676 | 2,680 | .. | 28·9 | .. | 20·4 | 20·4 |
| Futwah-Islampur | 2' 6" | { | 1934-35 | 4 | .. | 90 | 3,493 | 3,587 | 14·0 | .. | 13·0 | 13·0 | 13·0 |
| | | | 1935-36 | 4 | .. | 86 | 3,223 | 3,313 | 18·1 | .. | 13·2 | 14·3 | 14·3 |
| Gwalior Light | 2' 6" | { | 1934-35 | .. | 77 | .. | 12,558 | 12,635 | 23·0 | 33·0 | .. | 26·0 | 26·0 |
| | | | 1935-36 | .. | 66 | .. | 12,976 | 13,042 | 11·0 | 35·0 | .. | 26·0 | 26·0 |
| Howrah Amta Light . . . | 2' 0" | { | 1934-35 | 82 | .. | 489 | 32,795 | 33,366 | 22·0 | .. | 10·0 | 12·0 | 12·0 |
| | | | 1935-36 | 76 | .. | 506 | 31,143 | 31,815 | 21·7 | .. | 9·60 | 12·7 | 12·6 |
| Howrah-Sheakhala Light . | 2' 0" | { | 1934-35 | 7 | .. | 82 | 5,499 | 5,588 | 14·0 | .. | 6·00 | 8·00 | 8·00 |
| | | | 1935-36 | 6 | .. | 67 | 5,443 | 5,516 | 14·2 | .. | 6·51 | 8·56 | 8·43 |
| Jagadhri Light | 2' 0" | { | 1934-35 | .. | .. | .. | 242 | 242 | 3·31 | .. | 3·31 | 3·31 | 3·31 |
| | | | 1935-36 | .. | .. | .. | 2 | 2 | 3·31 | .. | 3·31 | 3·31 | 3·31 |
| Jessore-Jhenidah | 2' 6" | { | 1934-35 | † | † | † | † | † | † | † | † | † | † |
| | | | 1935-36 | † | † | † | † | † | † | † | † | † | † |
| Jorhat (Provincial) . . . | 2' 0" | { | 1934-35 | † | † | † | † | † | † | † | † | † | † |
| | | | 1935-36 | † | † | † | † | † | † | † | † | † | † |
| Kalighat-Falta | 2' 6" | { | 1934-35 | .. | 2 | 17 | 4,512 | 4,531 | .. | 20·0 | 3·86 | 8·63 | 8·59 |
| | | | 1935-36 | .. | 2 | 18 | 6,377 | 6,397 | .. | 20·0 | 4·19 | 9·58 | 9·55 |
| Kulasekarapatnam Light . | 2' 0" | { | 1934-35 | .. | .. | .. | 1,588 | 1,588 | .. | .. | .. | 10·3 | 10·3 |
| | | | 1935-36 | .. | .. | .. | 1,519 | 1,519 | .. | .. | .. | 10·1 | 10·1 |
| Matheran Light | 2' 0" | { | 1934-35 | ††19 | ††108 | .. | ††163 | ††290 | ††12·6 | ††12·6 | .. | ††12·6 | ††12·6 |
| | | | 1935-36 | 20 | 108 | .. | 179 | 307 | 12·6 | 12·6 | .. | 12·6 | 12·6 |
| Porbandar State | 3' 3½" | { | 1934-35 | 9 | 104 | .. | 6,508 | 6,621 | 27·5 | 30·6 | .. | 16·8 | 16·9 |
| | | | 1935-36 | 8 | 106 | .. | 6,675 | 6,789 | 29·4 | 31·6 | .. | 17·3 | 17·5 |
| Tesporo-Balipara | 2' 6" | { | 1934-35 | 4 | .. | 24 | 2,300 | 2,328 | 13·8 | .. | 15·2 | 9·24 | 9·28 |
| | | | 1935-36 | 5 | .. | 23 | 2,338 | 2,366 | 15·1 | .. | 14·6 | 9·43 | 9·47 |
| Trivellore Light | 2' 0" | { | 1934-35 | .. | .. | .. | 45 | 45 | .. | .. | .. | 2·37 | 2·37 |
| | | | 1935-36 | .. | .. | .. | 78 | 78 | .. | .. | .. | 2·37 | 2·37 |
| Udaipur-Chitorgarh . . . | 3' 3½" | { | 1934-35 | 67 | 255 | 135 | 20,168 | 20,625 | 65·3 | 63·6 | 59·9 | 35·9 | 36·3 |
| | | | 1935-36 | 94 | 306 | 145 | 24,119 | 24,664 | 64·0 | 61·1 | 55·4 | 38·5 | 38·8 |
| Total Class III Railways . | .. | { | 1934-35 | †325 | ††725 | 2,257 | ††145,225 | ††145,532 | ††25·4 | ††27·2 | 14·4 | 15·2 | 15·2 |
| | | | 1935-36 | 347 | 763 | 2,344 | 147,910 | 151,364 | 27·5 | 29·3 | 13·6 | 15·7 | 15·7 |

* Columns 23 to 27, 39, 40 and 42.—For the purpose of these figures passengers travelling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

† Not available.

†† Revised figures

Class II and III Railways for the years 1934-35 and 1935-36—concl'd.

| EARNINGS FROM PASSENGERS CARRIED (EXCLUDING REFUNDS) (IN THOUSANDS). | | | | | AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE. | | | | | TONS OF GOODS CARRIED (IN THOUSANDS). | | | Net ton miles (in thou- sands). | Average miles a ton of goods was car- ried. | Earnings from tons carried excluding refunds (in thou- sands). | Average rate charged for carry- ing a ton of goods one mile (in pies) | Railway. |
|--|------|--------|-------|--------|--|--------|--------|--------|--------|--|-----------------------------|-------------|--|---|---|--|----------------------------------|
| 1st. | 2nd. | Inter. | 3rd. | Total. | 1st. | 2nd. | Inter. | 3rd. | Total. | Originat- ing on home line (whether local or foreign). | * Other tra- ffio. | * Total. | | | | | |
| 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 |
| Rs. | Rs. | Rs. | Rs. | Rs. | | | | | | | | | | | Rs. | | Class III— concl'd. |
| .. | 2 | 9 | 1,79 | 1,90 | 15-0 | 9-00 | 6-00 | 3-00 | 3-00 | 42 | 21 | 63 | 1,177 | 18-0 | 1,02 | 16-0 | Bukhtiar- pur Bihar Light. |
| .. | 2 | 8 | 1,39 | 1,49 | 15-1 | 9-00 | 6-00 | 3-49 | 3-60 | 43 | 20 | 63 | 1,231 | 19-6 | 96 | 14-9 | |
| .. | 1 | 3 | 1,04 | 1,08 | .. | 24-0 | 7-29 | 5-98 | 6-06 | 13 | 8 | 21 | 461 | 22-0 | 26 | 10-8 | Burdwan |
| .. | .. | 3 | 87 | 90 | .. | .. | 8-11 | 6-02 | 6-06 | 6 | 7 | 13 | 285 | 21-9 | 16 | 10-8 | Katwa. |
| .. | 5 | .. | 1,00 | 1,05 | .. | 8-09 | .. | 3-94 | 4-03 | 37 | .. | 37 | 735 | 19-9 | 62 | 16-2 | |
| .. | 5 | .. | 1,13 | 1,18 | .. | 8-72 | .. | 3-88 | 3-98 | 39 | .. | 39 | 848 | 21-5 | 60 | 15-6 | Cutch- State. |
| .. | .. | .. | 22 | 22 | 20-0 | .. | 7-00 | 3-75 | 3-81 | 137 | 6 | 142 | † | † | 1,97 | † | Dehri |
| .. | .. | .. | 23 | 23 | 20-0 | .. | 7-00 | 3-75 | 3-80 | 110 | 5 | 115 | † | † | 1,55 | † | Rohtas Light. |
| .. | .. | .. | 46 | 46 | .. | 15-0 | .. | 4-00 | 4-02 | 80 | 1 | 81 | 2,995 | 36-8 | 1,26 | 8-10 | Dholpur State. |
| .. | .. | .. | 56 | 56 | .. | 15-0 | .. | 4-00 | 4-02 | 67 | 4 | 71 | 2,688 | 38-1 | 1,16 | 8-29 | |
| .. | .. | 4 | 82 | 86 | 20-0 | .. | 7-00 | 4-00 | 4-00 | 15 | 7 | 22 | 394 | 17-0 | 31 | 15-0 | Futwah. |
| .. | .. | 3 | 76 | 79 | 20-0 | .. | 7-50 | 4-50 | 4-60 | 11 | 8 | 19 | 399 | 21-2 | 25 | 12-1 | Islampur. |
| .. | 5 | .. | 3,15 | 3,20 | 27-0 | 12-0 | .. | 5-00 | 5-00 | 140 | 25 | 165 | 6,375 | 38-0 | 3,59 | 12-0 | |
| .. | 5 | .. | 3,23 | 3,28 | 27-0 | 12-0 | .. | 5-00 | 5-00 | 162 | 29 | 191 | 8,076 | 40-0 | 3,83 | 10-0 | Gwalier Light. |
| 4 | .. | 13 | 7,03 | 7,20 | 9-00 | .. | 5-00 | 4-00 | 4-00 | 48 | 13 | 61 | 1,413 | 23-0 | 1,63 | 22-0 | Howrah |
| 4 | .. | 16 | 6,69 | 6,89 | 9-00 | .. | 5-06 | 4-12 | 4-15 | 51 | 11 | 62 | 1,681 | 27-2 | 1,55 | 17-7 | Amta Light. |
| .. | .. | 2 | 1,03 | 1,05 | 9-00 | .. | 4-00 | 3-00 | 3-00 | 13 | 3 | 16 | 278 | 17-0 | 33 | 22-0 | Howrah. |
| .. | .. | 2 | 1,01 | 1,03 | 9-02 | .. | 4-99 | 3-56 | 3-58 | 9 | 2 | 11 | 164 | 14-2 | 23 | 27-0 | Sheakhal Light. |
| .. | .. | .. | 5 | 5 | 21-8 | .. | 7-27 | 3-61 | 3-64 | 6 | .. | 6 | 21 | 3-31 | 8 | 66-9 | |
| .. | .. | .. | 4 | 4 | 21-8 | .. | 7-25 | 3-62 | 10-9 | 6 | .. | 6 | 21 | 3-31 | 8 | 68-0 | Jagadhri Light. |
| † | † | † | † | † | † | † | † | † | † | † | † | † | † | † | † | † | |
| † | † | † | † | † | † | † | † | † | † | † | † | † | † | † | † | † | Jessore- Jhenidah |
| † | † | † | † | † | † | † | † | † | † | † | † | † | † | † | † | † | |
| † | † | † | † | † | † | † | † | † | † | † | † | † | † | † | † | † | Jorhat (Provin- cial). |
| .. | .. | 1 | 1,09 | 1,10 | .. | .. | 11-3 | 4-64 | 4-66 | 31 | 4 | 35 | 672 | 19-2 | 36 | 10-3 | |
| .. | .. | 1 | 1,03 | 1,04 | .. | .. | 10-7 | 3-10 | 3-12 | 28 | 5 | 33 | 660 | 20-0 | 35 | 10-2 | Kalighat- Falta. |
| .. | .. | .. | 47 | 47 | .. | .. | .. | 5-58 | 5-58 | 12 | .. | 12 | 121 | 9-82 | 27 | 43-2 | |
| .. | .. | .. | 44 | 44 | .. | .. | .. | 5-52 | 5-52 | 13 | .. | 13 | 120 | 9-13 | 26 | 41-7 | Kulasekara- patnam Light. |
| 6 | 29 | .. | 26 | 61 | \$61-0 | \$52-0 | .. | \$31-0 | \$40-0 | 1 | 1 | 2 | \$23 | \$12-6 | \$74 | \$118-0 | |
| 8 | 27 | .. | 26 | 61 | 76-8 | 48-0 | .. | 27-9 | 38-0 | 1 | 1 | 2 | 17 | 12-6 | 10 | 115-7 | Matheran Light. |
| 1 | 6 | .. | 1,17 | 1,23 | 17-9 | 8-92 | .. | 3-47 | 3-57 | 106 | 7 | 112 | 2,376 | 21-3 | 1,34 | 10-8 | |
| 1 | 5 | .. | 1,21 | 1,27 | 18-0 | 8-96 | .. | 3-49 | 3-59 | 112 | 7 | 119 | 2,152 | 18-1 | 1,30 | 11-6 | Porbandar State. |
| .. | .. | 1 | 54 | 55 | 20-0 | .. | 7-00 | 4-50 | 4-56 | 18 | .. | 18 | 395 | 49-7 | 79 | 16-9 | |
| .. | .. | 1 | 55 | 56 | 20-0 | .. | 7-00 | 4-50 | 4-56 | 16 | .. | 16 | 810 | 49-7 | 75 | 17-8 | Tespore- Balipara |
| .. | .. | .. | 1 | 1 | .. | .. | .. | 6-00 | 6-00 | †† | †† | †† | †† | †† | †† | †† | |
| .. | .. | .. | 2 | 2 | .. | .. | .. | 6-00 | 6-00 | †† | †† | †† | †† | †† | †† | †† | Trivellore Light. |
| 8 | 16 | 3 | 3,14 | 3,41 | 23-0 | 11-7 | 4-49 | 2-99 | 2-73 | 26 | 26 | 52 | 2,830 | 54-9 | 1,88 | 12-7 | |
| 11 | 19 | 4 | 3,76 | 4,10 | 23-0 | 11-8 | 4-53 | 2-99 | 3-19 | 41 | 24 | 65 | 3,318 | 50-9 | 2,06 | 11-9 | Udairur- Chitorgarh. |
| 24 | 65 | 68 | 30,76 | 32,33 | \$14-2 | \$17-2 | 5-78 | \$4-07 | \$4-18 | 865 | 152 | 1,017 | \$26,753 | \$26-3 | \$19,15 | \$13-7 | Total |
| 29 | 64 | 71 | 30,59 | 32,23 | 16-0 | 16-1 | 5-82 | 3-97 | 4-09 | 862 | 154 | 1,016 | 27,348 | 26-9 | 18,53 | 13-0 | Class III Rya. |

† Not available.

†† Owing to remodelling of stations goods traffic was closed but transhipment was done by bullock carts.
Revised figures.

37.—Statistics of engine miles and Coal consumption of Class II

| Railway. | Gauge. | Year. | TRAIN MILES (IN THOUSANDS). | | | | SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS). | | | Total engine miles (in thousands) Cols. 7 & 10. | Rail motor Car miles. | Steam Coach miles. | TONS OF COAL CONSUMED ON LOCOMOTIVES. | | | | |
|------------------------------------|--------|---------|-----------------------------|----------|----------|--------------------------------|---|------------------|----------|---|-----------------------|--------------------|---------------------------------------|--------------|-------|-----------|-------------------------------|
| | | | ↑ Passenger. | ↑ Mixed. | ↑ Goods. | Total (including departmental) | ↑ Shunting. | * Miscellaneous. | § Total. | | | | Foreign Coal. | Indian Coal. | Wood. | Oil fuel. | (a) Total (in terms of Coal). |
| | | | | | | | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| CLASS II. | | | | | | | | | | | | | | | | | |
| Barsi Light. | 2' 6" | 1934-35 | 87 | 172 | 8 | 370 | 57 | 8 | 65 | 435 | Nil | 88 | Nil | 10,571 | Nil | Nil | 10,571 |
| | | 1935-36 | 130 | 238 | 5 | 376 | 60 | 8 | 68 | 444 | " | 88 | " | 10,236 | " | " | 10,236 |
| Bengal Doonars. | 3' 3½" | 1934-35 | .. | 288 | 35 | 346 | 28 | 13 | 41 | 387 | " | Nil | " | 7,551 | " | " | 7,551 |
| | | 1935-36 | 1 | 288 | 15 | 323 | 30 | 14 | 44 | 367 | " | " | " | 7,156 | " | " | 7,156 |
| Bhavnagar State. | 3' 3½" | 1934-35 | 298 | 264 | 123 | 695 | 208 | 11 | 219 | 914 | 5 | 10 | 3,030 | 18,191 | 102 | .. | 21,262 |
| | | 1935-36 | 323 | 269 | 118 | 722 | 198 | 16 | 214 | 936 | 7 | 9 | 1,500 | 21,640 | 109 | " | 23,184 |
| Bikaner State. | 3' 3½" | 1934-35 | 9 | 827 | 79 | 920 | 86 | 22 | 108 | 1,028 | Nil | Nil | Nil | 21,908 | 51 | " | 21,928 |
| | | 1935-36 | 7 | 877 | 44 | 929 | 82 | 21 | 103 | 1,032 | " | " | " | 20,653 | 45 | " | 20,671 |
| Darjeeling-Himalayan. | 2' 0" | 1934-35 | 37 | 252 | 221 | 510 | 35 | 31 | 66 | 576 | " | " | " | 11,942 | Nil | " | 11,942 |
| | | 1935-36 | 37 | 256 | 220 | 513 | 35 | 30 | 65 | 578 | " | " | " | 11,387 | " | " | 11,387 |
| Dibru-Sadiya | 3' 3½" | 1934-35 | Nil | 310 | 80 | 390 | 158 | 2 | 160 | 550 | " | " | " | 12,849 | " | " | 12,849 |
| | | 1935-36 | " | 337 | 79 | 416 | 160 | 3 | 163 | 579 | " | " | " | 12,923 | " | " | 12,923 |
| Gaekwar's Baroda State. | 3' 3½" | 1934-35 | 95 | 383 | 18 | 498 | 92 | 10 | 102 | 600 | " | " | " | 13,072 | 59 | " | 13,096 |
| | | 1935-36 | 113 | 382 | 20 | 522 | 100 | 17 | 117 | 639 | " | " | " | 14,219 | 47 | " | 14,238 |
| | 2' 0" | 1934-35 | 31 | 410 | 6 | 463 | 98 | 3 | 101 | 564 | 6 | ††110 | " | 8,026 | 56 | ††73 (e) | 8,048 |
| | | 1935-36 | 17 | 428 | 7 | 456 | 90 | 3 | 93 | 549 | 8 | ††87 | " | 7,556 | 49 | ††72 (d) | 7,576 |
| Gondal | 3' 3½" | 1934-35 | 140 | 257 | 46 | 443 | 133 | 16 | 149 | 592 | Nil | Nil | " | 14,978 | 44 | Nil | 14,996 |
| | | 1935-36 | 93 | 322 | 5 | 423 | 130 | 18 | 148 | 571 | " | " | " | 12,822 | 37 | " | 12,837 |
| Jamnagar Dwarka. | 3' 3½" | 1934-35 | 74 | 127 | 33 | 234 | 84 | 11 | 95 | 329 | 42 | " | " | 7,899 | 106 | " | 7,941 |
| | | 1935-36 | 39 | 163 | 24 | 228 | 78 | 18 | 96 | 324 | 46 | " | " | 7,882 | 86 | " | 7,916 |
| Junagad State. | 3' 3½" | 1934-35 | 90 | 241 | 32 | 376 | 38 | 4 | 42 | 418 | 55 | " | " | 7,684 | 48 | " | 7,703 |
| | | 1935-36 | 130 | 281 | 27 | 442 | 40 | 2 | 42 | 484 | 33 | " | " | 10,637 | 50 | " | 10,657 |
| Morvi | 3' 3½" | 1934-35 | 136 | 156 | 13 | 331 | 69 | Nil | 69 | 400 | 28 | " | " | 9,422 | 112 | " | 9,467 |
| | | 1935-36 | 128 | 187 | 14 | 374 | 93 | " | 93 | 467 | 35 | " | " | 10,512 | 125 | " | 10,562 |
| Mysore | 3' 3½" | 1934-35 | 528 | 291 | 132 | 964 | 163 | 12 | 175 | 1,139 | 10 | " | " | 23,844 | Nil | " | 23,844 |
| | | 1935-36 | 516 | 290 | 136 | 1,024 | 197 | 16 | 213 | 1,237 | 3 | " | " | 23,615 | " | " | 23,615 |
| | 2' 6" | 1934-35 | 54 | 158 | .. | 213 | 21 | 1 | 22 | 235 | Nil | " | " | 3,146 | " | " | 3,146 |
| | | 1935-36 | 68 | 144 | 1 | 213 | 16 | Nil | 16 | 229 | " | " | " | 3,190 | " | " | 3,190 |
| Shahdara (Delhi)-Saharanpur Light. | 2' 6" | 1934-35 | Nil | 20 | 12 | 32 | 9 | " | 9 | 41 | " | " | " | 541 | " | " | 541 |
| | | 1935-36 | " | 20 | 14 | 34 | 10 | " | 10 | 44 | " | " | " | 576 | " | " | 576 |
| Total Class II Railways. | .. | 1934-35 | 1,582 | 1,394 | 846 | 6,928 | 1,290 | 145 | 1,435 | 8,363 | 146 | 208 | 3,030 | 174,062 | 587 | ††73 | 177,327 |
| | | 1935-36 | 1,682 | 1,617 | 762 | 7,165 | 1,330 | 167 | 1,497 | 8,662 | 132 | 184 | 1,500 | 178,296 | 559 | ††72 | 180,020 |
| CLASS III | | | | | | | | | | | | | | | | | |
| Ahmadpur-Katwa. | 2' 6" | 1934-35 | 1 | 73 | Nil | 81 | 14 | 28 | 42 | 123 | Nil | Nil | Nil | 974 | Nil | Nil | 974 |
| | | 1935-36 | .. | 73 | " | 80 | 16 | 25 | 41 | 121 | " | " | " | 947 | " | " | 947 |
| Arrah-Sasaram Light. | 2' 6" | 1934-35 | 5 | 108 | 31 | 144 | 13 | .. | 13 | 157 | " | " | " | 1,714 | " | " | 1,714 |
| | | 1935-36 | Nil | 114 | 20 | 134 | 8 | .. | 8 | 142 | " | " | " | 1,570 | " | " | 1,570 |
| Bankura Damodar River. | 2' 6" | 1934-35 | " | 111 | Nil | 113 | 9 | 42 | 51 | 164 | " | " | " | 1,263 | " | " | 1,263 |
| | | 1935-36 | " | 110 | " | 115 | 11 | 45 | 56 | 171 | " | " | " | 1,279 | " | " | 1,279 |

* Includes light, assisting required, assisting not required, siding and departmental. § Including Departmental.

† Excluding departmental.

†† Includes Internal Combustion miles 1934-35, 100 and 1935-36, 84.

(d) 72 tons of oil fuel consumed for other than Locomotive purposes.

†† Oil fuel is not converted into coal.

(e) Includes 7 tons of Oil Fuel consumed for other than Locomotive purposes.

and III Railways for the years 1934-35 and 1935-36.

| (b) TONS OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL). | | | | TOTAL NUMBER OF TONS OF COAL CONSUMED. | | | | | AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES). | | | | AVERAGE COST PER TON IN- CLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINES FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES). | | | | Railway. |
|---|-----------------|-------|--|---|-----------------|-------|--------------|--|--|-----------------|------------|--------------|---|-----------------|------------|--------------|---|
| For- eign Coal. | Indian Coal. | Wood. | (a) Total (in terms of coal). | For- eign Coal. | Indian Coal. | Wood. | Oil Fuel. | (a) Total (in terms of coal). | For- eign Coal. | Indian Coal. | Wood. | Oil Fuel. | For- eign Coal. | Indian Coal. | Wood. | Oil Fuel. | |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 |
| Nil | 21 | Nil | 21 | Nil | 10,592 | Nil | Nil | 10,592 | Rs. Nil | Rs. 5.75 | Rs. Nil | Rs. Nil | Rs. Nil | Rs. 12.9 | Rs. Nil | Rs. Nil | (Class II. Barsi Light. |
| .. | 226 | .. | 226 | .. | 10,462 | .. | .. | 10,462 | .. | 5.09 | .. | .. | .. | 12.5 | .. | .. | |
| .. | 720 | .. | 720 | .. | 8,271 | .. | .. | 8,271 | .. | 3.25 | .. | .. | .. | 11.3 | .. | .. | Bengal Dooars. |
| .. | 813 | .. | 813 | .. | 7,969 | .. | .. | 7,969 | .. | 2.56 | .. | .. | .. | 10.4 | .. | .. | |
| .. | 819 | 9 | 823 | 3,030 | 19,010 | 111 | .. | 22,085 | 8.65 | 5.61 | 13.4 | .. | 14.8 | 11.7 | 13.4 | .. | Bhavnagar State. |
| .. | 864 | 9 | 867 | 1,500 | 22,494 | 118 | .. | 24,041 | 6.75 | 5.31 | 13.2 | .. | 12.9 | 11.4 | 13.2 | .. | |
| .. | 2,271 | Nil | 2,271 | Nil | 24,179 | 51 | .. | 24,199 | Nil | 3.72 | 10.0 | .. | Nil | 16.1 | 10.0 | .. | Bikaner State. |
| .. | 2,209 | .. | 2,209 | .. | 22,862 | 45 | .. | 22,880 | .. | 3.80 | 9.20 | .. | .. | 15.8 | 9.20 | .. | |
| .. | 2,295 | .. | 2,295 | .. | 14,237 | Nil | .. | 14,237 | .. | 3.56 | Nil | .. | .. | 10.9 | Nil | .. | Darjeeling- Himalayan. |
| .. | 2,259 | .. | 2,259 | .. | 13,646 | .. | .. | 13,646 | .. | 3.44 | .. | .. | .. | 10.6 | .. | .. | |
| .. | 4,198 | .. | 4,198 | .. | 17,047 | .. | .. | 17,047 | .. | 7.92 | .. | .. | .. | 11.8 | .. | .. | Dibru- Sadiya. |
| .. | 3,606 | .. | 3,606 | .. | 16,529 | .. | .. | 16,529 | .. | 8.53 | .. | .. | .. | 11.8 | .. | .. | |
| .. | 323 | .. | 323 | .. | 13,395 | 59 | .. | 13,419 | .. | 3.51 | 6.50 | .. | .. | 17.3 | 7.80 | .. | |
| .. | 375 | .. | 375 | .. | 14,594 | 47 | .. | 14,613 | .. | 3.17 | 6.50 | .. | .. | 16.5 | 7.30 | .. | Garkwar's Baroda State. |
| .. | 342 | .. | 342 | .. | 8,368 | 56 | 1173 | 8,390 | .. | 3.50 | 6.50 | 59.0 | .. | 17.2 | 6.63 | 76.0 | |
| .. | 202 | 4 | 204 | .. | 7,758 | 53 | 1172 | 7,780 | .. | 3.20 | 6.50 | 59.5 | .. | 16.5 | 6.74 | 80.0 | |
| .. | 321 | 6 | 323 | .. | 15,299 | 50 | Nil | 15,319 | .. | 13.2 | 16.2 | Nil | .. | 13.4 | 16.2 | Nil | Gondal. |
| .. | 321 | 3 | 322 | .. | 13,143 | 40 | .. | 13,159 | .. | 12.5 | 16.2 | .. | .. | 12.7 | 16.2 | .. | |
| .. | 120 | Nil | 120 | .. | 8,019 | 106 | .. | 8,061 | .. | 3.57 | 15.9 | .. | .. | 12.9 | 15.9 | .. | Jan nagar Dwarak. |
| .. | 117 | .. | 117 | .. | 7,999 | 86 | .. | 8,033 | .. | 2.75 | 17.4 | .. | .. | 11.7 | 17.4 | .. | |
| .. | 452 | 11 | 457 | .. | 8,136 | 59 | .. | 8,160 | .. | 11.6 | 10.0 | .. | .. | 12.3 | 10.0 | .. | Junagad State. |
| .. | 533 | 10 | 537 | .. | 11,170 | 60 | .. | 11,194 | .. | 11.3 | 16.3 | .. | .. | 12.1 | 16.3 | .. | |
| .. | 345 | 6 | 347 | .. | 9,767 | 118 | .. | 9,814 | .. | 5.05 | 5.38 | .. | .. | 12.4 | 5.38 | .. | Norvi. |
| .. | 419 | 10 | 423 | .. | 10,931 | 135 | .. | 10,985 | .. | 5.10 | 4.62 | .. | .. | 12.2 | 4.62 | .. | |
| .. | 1,953 | Nil | 1,953 | .. | 25,797 | Nil | .. | 25,797 | .. | 4.75 | Nil | .. | .. | 15.2 | Nil | .. | |
| .. | 1,834 | .. | 1,834 | .. | 25,449 | .. | .. | 25,449 | .. | 4.63 | .. | .. | .. | 15.1 | .. | .. | |
| .. | 7 | .. | 7 | .. | 3,153 | .. | .. | 3,153 | .. | 4.75 | .. | .. | .. | 14.3 | .. | .. | Mysore. |
| .. | .. | .. | .. | .. | 3,180 | .. | .. | 3,180 | .. | 4.63 | .. | .. | .. | 13.8 | .. | .. | |
| .. | 2 | .. | 2 | .. | 543 | .. | .. | 543 | .. | 4.75 | .. | .. | .. | 16.1 | .. | .. | |
| .. | .. | .. | .. | .. | 576 | .. | .. | 576 | .. | 4.63 | .. | .. | .. | 16.0 | .. | .. | |
| .. | 126 | 1 | 126 | .. | 2,564 | 10 | .. | 2,568 | .. | 3.63 | 13.5 | .. | .. | 13.7 | 13.5 | .. | Shahdara (Lehm)- Saharanpur Light. |
| .. | 61 | .. | 61 | .. | 3,353 | 11 | .. | 3,357 | .. | 3.25 | 13.5 | .. | .. | 13.0 | 13.5 | .. | |
| Nil | 14,315 | 33 | 14,328 | 3,030 | 188,377 | 620 | 1173 | 191,655 | | | | | | | | | Total Class II Rail- ways. |
| .. | 13,829 | 36 | 13,843 | 1,500 | 192,125 | 595 | 1172 | 193,863 | | | | | | | | | |
| Nil | 100 | Nil | 100 | Nil | 1,074 | Nil | Nil | 1,074 | Nil | 2.50 | Nil | Nil | Nil | 6.37 | Nil | Nil | Class III. Ahmadpur Katwa. |
| .. | 96 | .. | 96 | .. | 1,043 | .. | .. | 1,043 | .. | 2.44 | .. | .. | .. | 6.04 | .. | .. | |
| .. | 354 | .. | 354 | .. | 2,068 | .. | .. | 2,068 | .. | 2.37 | .. | .. | .. | 8.45 | .. | .. | Arrah- Basaram Light. |
| .. | 363 | .. | 363 | .. | 1,933 | .. | .. | 1,933 | .. | 2.25 | .. | .. | .. | 8.19 | .. | .. | |
| .. | 530 | .. | 530 | .. | 1,793 | .. | .. | 1,793 | .. | 2.60 | .. | .. | .. | 4.73 | .. | .. | Bankura Dumouder River. |
| .. | 537 | .. | 537 | .. | 1,816 | .. | .. | 1,816 | .. | 2.44 | .. | .. | .. | 4.63 | .. | .. | |

(a) 2½ Tons of Wood=1 Ton of Coal, and 0.55 Ton of Oil Fuel=1 Ton of Coal.

(b) For Figures relating to Oil Fuel see remarks against (d) and (e) on previous page.

37.—Statistics of engine miles and Coal consumption of Class II

| Railway. | Gauge. | Year. | TRAIN MILES (IN THOUSANDS). | | | | SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS). | | | Total engine miles (in thousands). (Cols. 7 + 10.) | Rail motor car miles. | Steam Coach miles. | Internal Combustion miles. |
|---------------------------|-----------|---------|-----------------------------|--------|----------|---------------------------------|---|------------------|-----------|--|-----------------------|--------------------|----------------------------|
| | | | § Passenger. | Mixed. | § Goods. | Total (including departmental). | § Shunting. | * Miscellaneous. | ** Total. | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| CLASS III— contd. | | | | | | | | | | | | | |
| Baraset-Basirhat Light. | 2' 6" | 1934-35 | 65 | 165 | 33 | 263 | 10 | .. | 10 | 273 | Nil | Nil | Nil |
| | | 1935-36 | 62 | 160 | 35 | 266 | 9 | .. | 9 | 275 | " | " | " |
| Bengal Provincial. | 2' 6" | 1934-35 | 1 | 98 | Nil | 99 | 8 | 2 | 10 | 109 | " | " | " |
| | | 1935-36 | 1 | 96 | " | 97 | 8 | 2 | 10 | 107 | " | " | " |
| Bukhtiarpur-Bihar Light. | 2' 6" | 1934-35 | 88 | 3 | 91 | 182 | 12 | .. | 12 | 194 | " | " | " |
| | | 1935-36 | .. | 85 | 1 | 86 | 13 | .. | 13 | 99 | " | " | " |
| Burdwan-Katwa. | 2' 6" | 1934-35 | 12 | 121 | Nil | 135 | 24 | 43 | 67 | 202 | " | " | " |
| | | 1935-36 | 11 | 120 | " | 137 | 23 | 33 | 56 | 193 | " | " | " |
| Cooch State | 2' 6" | 1934-35 | 1 | 55 | 2 | 64 | 9 | 16 | 25 | 89 | " | " | " |
| | | 1935-36 | 1 | 55 | 2 | 65 | 9 | 18 | 27 | 92 | " | " | " |
| Dehri-Rohtas Light. | 2' 6" | 1934-35 | Nil | 44 | Nil | 44 | 10 | Nil | 10 | 64 | 11 | " | " |
| | | 1935-36 | " | 41 | " | 41 | 9 | " | 9 | 50 | 10 | " | " |
| Dholpur-State. | 2' 6" | 1934-35 | .. | 58 | 1 | 59 | 16 | 2 | 18 | 77 | 1 | " | " |
| | | 1935-36 | 1 | 50 | .. | 60 | 16 | 1 | 17 | 77 | 1 | " | " |
| Futwah-Jalampur. | 2' 6" | 1934-35 | 6 | 46 | Nil | 52 | 2 | .. | 2 | 54 | Nil | " | " |
| | | 1935-36 | .. | 52 | " | 52 | 3 | .. | 3 | 55 | " | " | " |
| Gwalior Light. | 2' 6" | 1934-35 | 3 | 241 | 40 | 287 | 52 | 10 | 62 | 349 | " | " | " |
| | | 1935-36 | 4 | 247 | 36 | 288 | 50 | 5 | 55 | 343 | " | " | " |
| Howrah Amta Light. | 2' 0" | 1934-35 | 180 | 109 | 15 | 304 | 5 | 1 | 6 | 310 | " | " | " |
| | | 1935-36 | 174 | 116 | 24 | 314 | 6 | 1 | 7 | 321 | " | " | " |
| Howrah-Sheakhali Light. | 2' 0" | 1934-35 | 17 | 52 | 1 | 70 | 1 | 1 | 2 | 72 | " | " | " |
| | | 1935-36 | 37 | 48 | 1 | 86 | 2 | .. | 2 | 88 | " | " | " |
| Jagadhri Light. | 2' 0" | 1934-35 | Nil | 9 | Nil | 9 | 1 | Nil | 1 | 10 | " | " | " |
| | | 1935-36 | " | 10 | " | 10 | 1 | " | 1 | 11 | " | " | " |
| Jessore-Jhenidah. | 2' 6" | 1934-35 | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ |
| | | 1935-36 | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ |
| Jorhat (Provincial). | 2' 0" | 1934-35 | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ |
| | | 1935-36 | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ |
| Kalighat-Falta. | 2' 6" | 1934-35 | 53 | 89 | Nil | 143 | 17 | 114 | 131 | 274 | Nil | Nil | Nil |
| | | 1935-36 | 52 | 89 | " | 141 | 17 | 111 | 128 | 269 | " | " | " |
| Kulasekara-patnam Light. | 2' 0" | 1934-35 | Nil | 58 | 1 | 59 | Nil | Nil | Nil | 59 | " | " | " |
| | | 1935-36 | " | 64 | .. | 64 | " | " | " | 64 | " | " | " |
| Matheran Light. | 2' 0" | 1934-35 | .. | 10 | 3 | 13 | " | " | " | 13 | 8 | " | " |
| | | 1935-36 | " | 10 | 2 | 12 | " | " | " | 12 | 8 | " | " |
| Porbandar State. | 3' 3 1/4" | 1934-35 | Nil | 32 | 15 | 97 | 16 | " | 16 | 113 | Nil | " | " |
| | | 1935-36 | " | 82 | 12 | 94 | 16 | " | 16 | 110 | " | " | " |
| Tezpur Balipara Light. | 2' 6" | 1934-35 | " | 40 | Nil | 40 | 8 | " | 8 | 48 | " | " | " |
| | | 1935-36 | " | 45 | " | 45 | 8 | " | 8 | 53 | " | " | " |
| Trivellore Light. | 2' 0" | 1934-35 | 45 | Nil | " | 45 | Nil | " | Nil | 45 | " | " | " |
| | | 1935-36 | 78 | " | " | 78 | " | " | " | 78 | " | " | " |
| Udaipur Chitorgarh. | 3' | 1934-35 | 104 | 62 | 32 | 204 | 11 | " | 20 | 224 | " | " | " |
| | | 1935-36 | 121 | 61 | 30 | 221 | 13 | 4 | 17 | 238 | " | " | " |
| Total Class III Railways. | .. | 1934-35 | 581 | 1,634 | 265 | 2,507 | 238 | 268 | 506 | 3,013 | 20 | Nil | Nil |
| | | 1935-36 | 542 | 1,746 | 163 | 2,486 | 238 | 245 | 483 | 2,969 | 19 | " | " |

* Includes light, assisting required, assisting
‡ Information not available.
§ Excluding departmental.

** Including Departmental..

and III Railways for the years 1934-35 and 1935-36—contd.

| TONS OF COAL CONSUMED ON LOCOMOTIVES. | | | | | TONS OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL). | | | | | TOTAL NUMBER OF TONS OF COAL CONSUMED. | | | | | Railway. |
|---------------------------------------|-----------------|-------|--------------|--|--|-----------------|-------|--------------|--|--|-----------------|-------|--------------|--|--------------------------------|
| For- eign Coal. | Indian Coal. | Wood. | Oil Fuel. | (a) Total (in terms of Coal). | Foreign Coal. | Indian Coal. | Wood. | Oil Fuel. | (a) Total (in terms of Coal). | Foreign Coal. | Indian Coal. | Wood. | Oil Fuel. | (a) Total (in terms of Coal). | |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | |
| Nil | 3,067 | Nil | Nil | 3,067 | Nil | 1,174 | Nil | Nil | 1,174 | Nil | 4,241 | Nil | Nil | 4,241 | CLASS III—contd. |
| " | 3,428 | " | " | 3,428 | " | 1,216 | " | " | 1,216 | " | 4,644 | " | " | 4,644 | |
| " | 1,584 | " | " | 1,584 | " | 119 | " | " | 119 | " | 1,703 | " | " | 1,703 | Bengal Provincial. |
| " | 1,624 | " | " | 1,624 | " | 127 | " | " | 127 | " | 1,751 | " | " | 1,751 | |
| " | 1,156 | " | " | 1,156 | " | 292 | " | " | 292 | " | 1,448 | " | " | 1,448 | Bukhtiarpur- Bihar Light. |
| " | 1,207 | " | " | 1,207 | " | 315 | " | " | 315 | " | 1,522 | " | " | 1,522 | |
| " | 1,559 | " | " | 1,559 | " | 329 | " | " | 329 | " | 1,888 | " | " | 1,888 | Burdwan- Katwa. |
| " | 1,516 | " | " | 1,516 | " | 326 | " | " | 326 | " | 1,842 | " | " | 1,842 | |
| " | 1,258 | 12 | " | 1,263 | " | 72 | " | " | 72 | " | 1,331 | 12 | " | 1,335 | Cutch State. |
| " | 1,593 | 16 | " | 1,599 | " | 90 | " | " | 90 | " | 1,683 | 16 | " | 1,689 | |
| " | 2,077 | Nil | " | 2,077 | " | 157 | " | " | 157 | " | 2,234 | Nil | " | 2,234 | Dehri-Rohtas Light. |
| " | 2,006 | " | " | 2,006 | " | 152 | " | " | 152 | " | 2,158 | " | " | 2,158 | |
| " | 1,132 | 5 | " | 1,134 | " | Nil | " | " | Nil | " | 1,132 | 5 | " | 1,131 | Dholpur State. |
| " | 1,366 | 4 | " | 1,368 | " | " | " | " | " | " | 1,366 | 4 | " | 1,368 | |
| " | 538 | Nil | " | 538 | " | 65 | " | " | 65 | " | 603 | Nil | " | 603 | Futwah- Islampur. |
| " | 550 | " | " | 550 | " | 59 | " | " | 59 | " | 600 | " | " | 600 | |
| " | 6,211 | 8 | " | 6,214 | " | 292 | 2 | " | 293 | " | 6,503 | 10 | " | 6,507 | Gwalior Light. |
| " | 6,353 | 7 | " | 6,356 | " | 290 | 2 | " | 291 | " | 6,643 | 9 | " | 6,647 | |
| " | 4,002 | Nil | " | 4,003 | " | 1,047 | Nil | " | 1,047 | " | 5,050 | Nil | " | 5,050 | Howrah Amta Light. |
| " | 3,989 | " | " | 3,989 | " | 1,134 | " | " | 1,134 | " | 5,123 | " | " | 5,123 | |
| " | 1,001 | " | " | 1,001 | " | 262 | " | " | 262 | " | 1,263 | " | " | 1,263 | Howrah- Sheakhala Light. |
| " | 997 | " | " | 997 | " | 283 | " | " | 283 | " | 1,280 | " | " | 1,280 | |
| " | 150 | 1 | " | 150 | " | 15 | " | " | 15 | " | 165 | 1 | " | 165 | Jagadhri Light. |
| " | 178 | 1 | " | 178 | " | Nil | " | " | Nil | " | 178 | 1 | " | 178 | |
| † | † | † | † | † | † | † | † | † | † | † | † | † | † | † | Jessore- Jhenidah. |
| † | † | † | † | † | † | † | † | † | † | † | † | † | † | † | |
| Nil | 1,013 | Nil | Nil | 1,013 | Nil | 344 | Nil | Nil | 344 | Nil | 1,357 | Nil | Nil | 1,357 | Jorhat (Provincial). |
| " | 978 | " | " | 978 | " | 359 | " | " | 359 | " | 1,337 | " | " | 1,337 | |
| " | 2,067 | " | " | 2,067 | " | 341 | " | " | 341 | " | 2,408 | " | " | 2,408 | Kalighat-Falta. |
| " | 1,939 | " | " | 1,939 | " | 353 | " | " | 353 | " | 2,292 | " | " | 2,292 | |
| " | Nil | " | 27 | 49 | " | Nil | " | " | Nil | " | Nil | " | 27 | 49 | Kulasekara- patnam Light |
| " | " | " | 29 | 53 | " | " | " | " | " | " | " | " | 29 | 53 | |
| " | 403 | " | Nil | 403 | " | " | " | " | " | " | 403 | " | Nil | 403 | Matheran Light |
| " | 347 | " | " | 347 | " | " | " | " | " | " | 347 | " | " | 347 | |
| " | 2,350 | 8 | " | 2,353 | " | 60 | 2 | " | 61 | " | 2,410 | 10 | " | 2,414 | Porbandar State. |
| " | 2,263 | 9 | " | 2,267 | " | 58 | 1 | " | 58 | " | 2,321 | 10 | " | 2,325 | |
| " | 813 | Nil | " | 813 | " | 186 | Nil | " | 186 | " | 999 | Nil | " | 999 | Tezporo- Balipara Light. |
| " | 864 | " | " | 864 | " | 135 | " | " | 135 | " | 999 | " | " | 999 | |
| " | 49 | 4 | " | 51 | " | Nil | " | " | Nil | " | 49 | 4 | " | 51 | Trivellore Light. |
| " | 68 | 5 | " | 68 | " | " | " | " | " | " | 68 | 5 | " | 68 | |
| " | 3,994 | 33 | " | 4,007 | " | 1,089 | " | " | 1,089 | " | 5,083 | 33 | " | 5,096 | Udaipur- Chitorgarh. |
| " | 6,020 | 34 | " | 6,033 | " | 1,159 | " | " | 1,159 | " | 7,179 | 34 | " | 7,192 | |
| Nil | 38,376 | 71 | 27 | 38,453 | Nil | 6,828 | 4 | Nil | 6,830 | Nil | 45,204 | 75 | 27 | 45,283 | Total Class III Railways |
| " | 41,080 | 76 | 29 | 41,163 | " | 7,052 | 3 | " | 7,053 | " | 48,132 | 79 | 29 | 48,216 | |

not required, siding and departmental.

(a) 2½ tons of Wood = 1 Ton of Coal and 0.55 Ton of Oil fuel = 1 Ton of Coal.

37.—Statistics of engine miles and Coal consumption of Class II and III Railways for the years 1934-35 and 1935-36—concl'd.

| Railway. | Gauge. | Year. | AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES). | | | | AVERAGE COST PER TON IN- CLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES). | | | |
|--------------------------------|--------|---------|--|-----------------|-------|--------------|---|-----------------|-------|--------------|
| | | | Foreign Coal. | Indian Coal. | Wood. | Oil Fuel. | For- eign Coal. | Indian Coal. | Wood. | Oil Fuel. |
| | | | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| 31 | 32 | 33 | | | | | | | | |
| CLASS III—concl'd. | | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Baraset-Basirhat Light | 2' 6" | 1934-35 | Nil | 2.50 | Nil | Nil | Nil | 8.97 | Nil | Nil |
| | | 1935-36 | " | 2.50 | " | " | " | 8.73 | " | " |
| Bengal Provincial | 2' 6" | 1934-35 | " | 2.12 | " | " | " | 5.19 | " | " |
| | | 1935-36 | " | 2.13 | " | " | " | 5.31 | " | " |
| Bukhtiarpur-Bihar Light | 2' 6" | 1934-35 | " | 2.37 | " | " | " | 8.31 | " | " |
| | | 1935-36 | " | 2.25 | " | " | " | 8.00 | " | " |
| Burdwan-Katwa | 2' 6" | 1934-35 | " | 2.50 | " | " | " | 6.37 | " | " |
| | | 1935-36 | " | 2.44 | " | " | " | 6.04 | " | " |
| Cutch State | 2' 6" | 1934-35 | " | 21.0 | 7.50 | " | " | 21.0 | 7.50 | " |
| | | 1935-36 | " | 23.0 | 7.50 | " | " | 23.0 | 7.50 | " |
| Dehri-Rohtas Light | 2' 6" | 1934-35 | " | 2.81 | Nil | " | " | 8.20 | Nil | " |
| | | 1935-36 | " | 2.50 | " | " | " | 7.92 | " | " |
| Dholpur-State | 2' 6" | 1934-35 | " | 3.75 | 9.06 | " | " | 15.0 | 9.37 | " |
| | | 1935-36 | " | 3.37 | 8.75 | " | " | 14.3 | 11.2 | " |
| Futwah-Islampur | 2' 6" | 1934-35 | " | 2.37 | Nil | " | " | 8.14 | Nil | " |
| | | 1935-36 | " | 2.25 | " | " | " | 7.91 | " | " |
| Gwalior-Light | 2' 6" | 1934-35 | " | 4.00 | 8.50 | " | " | 13.9 | 8.50 | " |
| | | 1935-36 | " | 3.63 | 8.50 | " | " | 14.5 | 8.50 | " |
| Howrah Amta Light | 2' 6" | 1934-35 | " | 2.50 | Nil | " | " | 7.91 | Nil | " |
| | | 1935-36 | " | 2.50 | " | " | " | 7.67 | " | " |
| Howrah-Sheakhala Light | 2' 0" | 1934-35 | " | 2.50 | " | " | " | 7.91 | " | " |
| | | 1935-36 | " | 2.50 | " | " | " | 7.67 | " | " |
| Jagadhri Light | 2' 0" | 1934-35 | " | 3.25 | 12.2 | " | " | 14.1 | 12.2 | " |
| | | 1935-36 | " | 3.00 | 12.0 | " | " | 13.8 | 12.0 | " |
| Jessore-Jhenidah | 2' 6" | 1934-35 | † | † | † | † | † | † | † | † |
| | | 1935-36 | † | † | † | † | † | † | † | † |
| Jorhat (Provincial) | 2' 0" | 1934-35 | Nil | 10.5 | Nil | Nil | Nil | 12.8 | Nil | Nil |
| | | 1935-36 | " | 10.5 | " | " | " | 12.8 | " | " |
| Kalighat-Falta | 2' 6" | 1934-35 | " | 2.50 | " | " | " | 8.66 | " | " |
| | | 1935-36 | " | 2.44 | " | " | " | 8.52 | " | " |
| Kulasekarapatnam Light | 2' 0" | 1934-35 | " | Nil | " | 153.0 | " | Nil | " | 161.0 |
| | | 1935-36 | " | " | " | 125.0 | " | " | " | 135.0 |
| Matheran Light | 2' 0" | 1934-35 | " | 3.75 | " | Nil | " | 15.0 | " | Nil |
| | | 1935-36 | " | 3.75 | " | " | " | 15.0 | " | " |
| Porbandar State | 3' 3½" | 1934-35 | " | 12.0 | 20.0 | " | " | 13.0 | 20.0 | " |
| | | 1935-36 | " | 11.0 | 20.0 | " | " | 12.0 | 20.0 | " |
| Tezporo-Balipara Light | 2' 6" | 1934-35 | " | 15.3 | Nil | " | " | 15.3 | Nil | " |
| | | 1935-36 | " | 15.0 | " | " | " | 15.0 | " | " |
| Trivellore Light | 2' 0" | 1934-35 | " | 12.5 | 8.50 | " | " | 15.5 | 8.50 | " |
| | | 1935-36 | " | 12.8 | 7.50 | " | " | 15.8 | 7.50 | " |
| Udaipur-Chitorgarh | 3' 3½" | 1934-35 | " | 8.94 | 13.5 | " | " | 17.0 | 13.5 | " |
| | | 1935-36 | " | 8.94 | 13.5 | " | " | 17.0 | 13.5 | " |

† Information not available.

APPENDICES.

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. B.)

NOTE.—Columns headed A indicate Value of stores

„ „ B indicate Value of imported

„ „ C indicate Value of stores of

| Stores purchased. | Assam-Bengal. | | | Bengal and North Western. | | | Bengal-Nagpur.* | | |
|--|---------------|------|-------|---------------------------|------|-------|-----------------|-------|-------|
| | A | B | C | A | B | C | A | B | C |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| A. Bridge work and its parts, fittings and special fastenings. | .. | .. | 23 | 56 | 40 | 15 | .. | 8 | 7 |
| B. Engineering Plant and components including all hand and power machinery. | 2 | 67 | 1 | 3 | 10 | 1 | 8 | 1,40 | 10 |
| C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools. | 72 | 15 | 24 | .. | 6 | .. | 2,69 | 1,20 | 10 |
| D Permanent Way Material and Track tools— | | | | | | | | | |
| (a) Rails. | .. | .. | 24 | .. | .. | 2,05 | .. | 11 | 3,15 |
| (b) Steel Sleepers. | .. | .. | .. | .. | .. | .. | .. | .. | 14 |
| (c) Cast-iron sleepers. | .. | .. | .. | .. | .. | .. | .. | 3 | 18 |
| (d) wooden sleepers. | .. | .. | 6,14 | .. | .. | 7,70 | .. | .. | 11,45 |
| (e) Other P. W. Material. .. | 50 | 30 | 28 | 58 | 7 | 53 | .. | 69 | 3,38 |
| Eal. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material. | 6,28 | 10 | 10 | 7,37 | 24 | .. | 11,56 | 2,10 | 2,35 |
| Eb1 Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material. | 1,32 | 7 | 16 | .. | 2 | .. | 5,62 | 63 | 18,87 |
| Eb2 Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings. | 1 | 5 | 6 | 85 | 14 | 5 | 7,48 | 12 | 1,00 |
| EV3. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives. | .. | 13 | 2 | 7 | 1 | .. | .. | 1,17 | 15 |
| El6. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials. | .. | 8 | 11 | 2 | 3 | .. | .. | 13 | 23 |
| E1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings. | .. | 1,00 | 45 | 13 | 22 | 14 | 2 | 1,37 | 3,76 |
| F2. Signal and Interlocking material, and their parts and fittings. | 4 | 51 | 16 | .. | 6 | 57 | .. | 45 | 70 |
| Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal. | .. | 41 | 13 | 4 | 33 | 23 | .. | 1,40 | 26 |
| Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads. | .. | 19 | 5 | 1 | 15 | 18 | .. | 73 | 18 |
| Gb4. Metals. | 16 | 2,07 | 1,38 | 50 | 2,05 | 1,07 | .. | 13,75 | 3,30 |
| Gb5. Painters' Stores. | 3 | 40 | 21 | 33 | 64 | 53 | .. | 1,38 | 1,87 |
| Gb6. Timber. | .. | .. | 2,44 | .. | .. | 1,30 | .. | 1 | 5,27 |
| Gb7. Fuel and fuel oil. | .. | .. | 4,31 | .. | 7 | 7,27 | .. | 17 | 29,11 |
| H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment. | 18 | 1,41 | 10 | 42 | 1,69 | 1 | 27 | 6,02 | 41 |
| All other stores not detailed in the above major heads. | 9 | 2,23 | 4,67 | 19 | 3,38 | 5,29 | 85 | 14,81 | 10,79 |
| Total | 9,35 | 9,80 | 21,49 | 11,10 | 9,66 | 27,17 | 28,57 | 47,84 | 66,91 |

* Includes figures of Vizagapatam Harbour construction.

DIX A.

the Nizam's State Railways) during the year 1935-36. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

| Bombay, Baroda and Central India. | | | Burma. | | | Eastern Bengal. | | | East Indian. † | | | Stores purchased. |
|-----------------------------------|---------|---------|---------|---------|---------|-----------------|---------|---------|----------------|---------|---------|--|
| A 11 | B 12 | C 13 | A 14 | B 15 | C 16 | A 17 | B 18 | C 19 | A 20 | B 21 | C 22 | |
| | | | | | | | | | | | | 23 |
| 2 | .. | 4 | .. | .. | 5 | .. | .. | 3 | .. | 2 | 9,89 | A. Bridge work and its parts, fittings and special fastenings. |
| 8 | 34 | 2 | .. | 6 | 3 | .. | 43 | 3 | .. | 2,62 | 8 | B. Engineering Plant and components including all hand and power machinery. |
| 2,22 | 54 | 1 | 2 | 65 | 4 | 3 | 2,19 | 13 | 7 | 5,67 | 12 | C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools. |
| | | | | | | | | | | | | D. Permanent Way Material and Track tools— |
| .. | 1 | 71 | .. | 4 | .. | .. | .. | 5,47 | .. | .. | 22,85 | (a) Rails. |
| .. | .. | 77 | .. | .. | .. | .. | .. | .. | .. | .. | 1,54 | (b) Steel Sleepers. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 24,46 | (c) Cast iron sleepers. |
| .. | .. | 10,69 | .. | .. | 8,58 | .. | .. | 11,08 | .. | .. | 11,86 | (d) Wooden sleepers. |
| 85 | 37 | 1,38 | .. | 1 | 1,86 | .. | 1,22 | 1,71 | .. | 82 | 21,91 | (e) Other P. W. Material. |
| 5,72 | 66 | 2 | 1,40 | 27 | 4 | .. | 10,95 | 48 | 10 | 23,53 | 55 | Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material. |
| 7,35 | 8 | 6,37 | 89 | 2 | .. | .. | 7,13 | 5,78 | .. | 26,77 | 69,06 | Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material. |
| 37 | 17 | 57 | 4 | 6 | .. | .. | 2,43 | 53 | .. | 54 | 1,52 | Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings. |
| 1,06 | 10 | 8 | 1 | 9 | .. | .. | 17 | 31 | .. | 1,87 | 1,88 | EV3. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives. |
| 4 | 5 | .. | 12 | 5 | .. | .. | 58 | 26 | .. | 86 | 20 | Eb6. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials. |
| 14 | 57 | 24 | .. | 12 | 21 | .. | 52 | 8,17 | .. | 3,11 | 98 | F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings. |
| 1,53 | 71 | 7 | .. | 50 | .. | .. | 10 | 10 | .. | 48 | 4,20 | F2. Signal and Interlocking material, and their parts and fittings. |
| 1,27 | 1,22 | 21 | 32 | 20 | 4 | .. | 1,19 | 41 | .. | 2,24 | 53 | Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal. |
| 9 | 68 | 15 | 4 | 4 | 6 | .. | 30 | 13 | .. | 84 | 51 | Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads. |
| 3,67 | 3,91 | 6,34 | 1,57 | 2,15 | 33 | .. | 3,73 | 4,54 | .. | 10,75 | 37,66 | Gb4. Metals. |
| 13 | 1,88 | 1,47 | 13 | 79 | 30 | .. | 1,50 | 3,03 | .. | 2,00 | 5,30 | Gb5. Painters' Stores. |
| .. | 1 | 5,24 | .. | .. | 50 | .. | 1 | 6,17 | .. | 5 | 5,50 | Gb6. Timber. |
| .. | 54 | 18,41 | 9 | .. | 16,41 | .. | 21 | 11,88 | .. | .. | 20,34 | Gb7. Fuel and fuel oil. |
| 4,22 | 2,45 | 5 | 53 | 1,46 | 3,36 | .. | 8,42 | 37 | .. | 13,19 | 2,79 | H. (a to c). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment. |
| 2,03 | 8,97 | 14,05 | 43 | 2,83 | 9,18 | .. | 4,33 | 7,58 | .. | 8,82 | 45,79 | All other stores not detailed in the above major heads. |
| 30,79 | 23,20 | 66,89 | 5,59 | 9,34 | 41,39 | 3 | 45,20 | 68,17 | 17 | 1,06,18 | 2,90, 1 | |

† Includes figures for Central Indian Coalfields Railway.

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H. the

NOTE.—Columns headed *A* indicate Value of stores

„ „ *B* indicate Value of imported

„ „ *C* indicate Value of stores of

| Stores purchased. 24 | Great Indian Peninsula. | | | Madras and Southern Mahratta. | | | North Western. | | |
|--|-------------------------|---------|---------|----------------------------------|---------|---------|----------------|---------|---------|
| | A 25 | B 26 | C 27 | A 28 | B 29 | C 30 | A 31 | B 32 | C 33 |
| A. Bridge work and its parts, fittings and special fastenings. | .. | 65 | 9 | .. | 2 | .. | .. | .. | 19 |
| B. Engineering Plant and components including all hand and power machinery. | .. | 61 | 4 | 4 | 21 | .. | .. | 1,68 | 8 |
| C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools. | 49 | 2,33 | 14 | 2,30 | 61 | 4 | 9 | 2,54 | .. |
| D. Permanent Way Material and Track tools— | | | | | | | | | |
| (a) Rails. | .. | .. | 2,97 | .. | .. | 12,71 | .. | .. | 17,46 |
| (b) Steel Sleepers. | .. | .. | 23 | .. | .. | 2,93 | .. | 1,30 | 8,17 |
| (c) Cast iron sleepers. | .. | .. | 7,07 | .. | .. | 1,66 | .. | .. | 76 |
| (d) Wooden sleepers. | .. | .. | 51 | .. | .. | 14,05 | .. | .. | 19,70 |
| (e) Other P. W. Material. .. | . | 2,28 | 2,07 | 2,53 | 13 | 1 59 | .. | 2,85 | 5,23 |
| Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material. | .. | 17,87 | 79 | 4,49 | 65 | 3 | .. | 18,88 | 10 |
| Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material. | .. | 21,43 | 5,43 | 3,93 | 2 | 9,82 | .. | 57 | 15 |
| Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings. | .. | 1,60 | 5 | 76 | 8 | 2 | .. | 4,30 | 44 |
| EVb. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives. | .. | 1,01 | 2 | 5 | 28 | 1 | .. | 1,87 | 6 |
| Eb6. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials. | .. | 71 | 4 | 29 | 15 | 2 | .. | 98 | 16 |
| F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings | .. | 66 | 99 | 10 | 37 | 27 | .. | 3,33 | 3,91 |
| F2. Signal and Interlocking material, and their parts and fittings. | .. | 30 | 52 | 2 | 14 | 43 | .. | 1,03 | 1 |
| Gb1. Hardware. Copper. Tin and Zincware, i.e., all simple material in common use manufactured from raw metal. | .. | 1,76 | 50 | 32 | 34 | 18 | .. | 2,77 | 64 |
| Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads. | .. | 66 | 30 | 37 | 27 | 18 | .. | 1,24 | 73 |
| Gb4. Metals. | .. | 7,07 | 3,87 | 2,63 | 3,53 | 82 | .. | 6,95 | 10,05 |
| Gb5. Painters' Stores. | .. | 1,73 | 1,25 | 30 | 1,20 | 56 | .. | 3,98 | 2,33 |
| Gb6. Timber. | .. | 2 | 3,95 | .. | .. | 2,18 | .. | 1 | 5,51 |
| Gb7. Fuel and fuel oil. | .. | 2 | 34,33 | .. | 1,01 | 27,19 | .. | 9,83 | 39,07 |
| H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telograph and Telephone equipment. | .. | 8,88 | 67 | 1,01 | 2,96 | 2 | .. | 7,21 | —3 |
| All other stores not detailed in the above major heads. | .. | 15,03 | 10,16 | 2,05 | 7,49 | 7,18 | .. | 20,22 | 23,77 |
| Total .. | 49 | 84,62 | 75,99 | 21,19 | 19,46 | 81,89 | 9 | 91,54 | 1,38,49 |

DIX A—concla.

Nizam's State Railways) during the year 1935-36. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

| Rohilkund and Kumaon. | | | South Indian. | | | Total. | | | Stores purchased. |
|-----------------------|---------|---------|---------------|---------|---------|---------|---------|---------|---|
| A 34 | B 35 | C 36 | A 37 | B 38 | C 39 | A 40 | B 41 | C 42 | |
| .. | .. | .. | .. | 24 | 8 | 58 | 1,41 | 10,81 | A. Bridge work and its parts, fittings and special fastenings. |
| .. | 2 | 1 | 9 | 23 | 14 | 34 | 8,37 | 55 | B. Engineering Plant and components including all hand and power machinery. |
| .. | 2 | .. | 1,28 | 34 | 10 | 9,91 | 16,29 | 92 | C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | D. Permanent Way Material and Track tools— |
| .. | .. | .. | .. | .. | 4,13 | .. | 16 | 71,74 | (a) Rails. |
| .. | .. | .. | 1,19 | 12 | 1,70 | 1,19 | 1,42 | 15,48 | (b) Steel Sleepers. |
| .. | .. | .. | .. | .. | .. | .. | 3 | 34,13 | (c) Cast iron sleepers. |
| .. | .. | 1,62 | .. | .. | 10,07 | .. | .. | 1,13,92 | (d) Wooden sleepers. |
| 51 | 15 | 1 | 1,03 | 31 | 6,00 | 5,54 | 9,20 | 45,95 | (e) Other P. W. Material. |
| 2,67 | 12 | .. | 4,20 | 53 | .. | 43,79 | 77,90 | 4,46 | Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material. |
| 17 | 1 | 40 | 1,98 | 3,31 | 2 | 21,26 | 60,06 | 1,16,66 | Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material. |
| .. | .. | .. | 49 | 17 | 3 | 10,90 | 9,66 | 4,38 | Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings. |
| .. | 2 | .. | 4 | 16 | 2 | 1,23 | 6,88 | 2,55 | E V B. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives. |
| .. | 1 | .. | 6 | 22 | 1 | 53 | 3,85 | 1,03 | Eb6. Trimmings, i.e., textile, fibre, and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials. |
| .. | 26 | 13 | 28 | 77 | 3,42 | 67 | 12,30 | 22,67 | F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings. |
| .. | 71 | 4 | —5 | 83 | 1,19 | 1,54 | 5,82 | 7,99 | F2. Signal and Interlocking material, and their parts and fittings. |
| .. | 15 | 3 | 47 | 53 | 15 | 2,42 | 12,63 | 3,31 | Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal. |
| .. | 5 | 1 | 13 | 16 | 2 | 64 | 5,31 | 2,50 | Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads. |
| 7 | 53 | 21 | 3,06 | 1,94 | 1,61 | 11,66 | 58,43 | 71,18 | Gb4. Metals. |
| 2 | 27 | 12 | 44 | 1,50 | 28 | 1,38 | 17,16 | 17,25 | Gb5. Painters' Stores. |
| .. | .. | 9 | .. | .. | 2,02 | .. | 11 | 40,17 | Gb6. Timber. |
| .. | .. | 1,64 | .. | 93 | 9,15 | 9 | 12,78 | 2,19,11 | Gb7. Fuel and fuel oil. |
| .. | 38 | 1 | 3,99 | 1,63 | 25 | 10,62 | 55,70 | 8,01 | H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment. |
| .. | 42 | 89 | 1,33 | 5,09 | 3,73 | 6,97 | 93,62 | 1,43,08 | All other stores not detailed in the above major heads. |
| 2,98 | 3,12 | 5,21 | 20,01 | *19,01 | 44,12 | 1,30,36 | 4,69,09 | 9,57,83 | Total. |

*Includes Rs. 276 on account of customs duty.

Details of working of Company or State collieries

| Colliery. | Owned by | Province. | Date from which each colliery commenced to work. | Year. | Capital outlay. | Out | | |
|---------------------------|--|--------------------|--|---------|-----------------|-------------|-------------|-------------|
| | | | | | | Large coal. | Small coal. | Slack coal. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | | | | | Rs. | Tons. | Tons. | Tons |
| Bokaro . . | East Indian and Bengal-Nagpur Railways. | Bihar and Orissa. | August 1918. | 1933-34 | 30,57,967 | 438,425 | Nil | 113,225 |
| | | | | 1934-35 | (a)29,35,511 | (b)543,313 | Nil | 128,953 |
| | | | | 1935-36 | (a)28,90,556 | 511,106 | Nil | 100,395 |
| Swang . . | East Indian and Bengal-Nagpur Railways. | Bihar and Orissa. | 27th July 1924. | 1933-34 | 17,48,995 | 50,402 | 3,595 | 2,100 |
| | | | | 1934-35 | 18,42,180 | 43,718 | 3,995 | 11,522 |
| | | | | 1935-36 | (c)15,15,088 | 38,145 | 4,790 | 7,706 |
| Kurharbaree and Serampore | East Indian Railway. | Bihar and Orissa. | 1st January 1871. | 1933-34 | 72,42,679 | 441,398 | 95,007 | 107,958 |
| | | | | 1934-35 | (a)71,77,738 | 473,067 | 107,672 | 190,398 |
| | | | | 1935-36 | (a)69,50,106 | 420,684 | 124,713 | 167,566 |
| Bhurkunda . . | State . . | Bihar and Orissa. | 1st June 1927. | 1933-34 | 53,28,793 | 78,202 | Nil | 25,146 |
| | | | | 1934-35 | (a)53,26,342 | 75,160 | Nil | 28,953 |
| | | | | 1935-36 | (a)53,24,592 | 73,631 | Nil | 13,209 |
| Kargali . . | State . . | Bihar and Orissa. | 18th July 1917. | 1933-34 | 43,71,539 | 406,512 | 21,986 | 67,436 |
| | | | | 1934-35 | (a)42,85,734 | 379,497 | 1,828 | 63,847 |
| | | | | 1935-36 | (a)42,27,989 | 343,189 | 2,059 | 90,092 |
| Argada . . | Bengal Nagpur Railway. | Bihar and Orissa. | 1st May 1926. | 1933-34 | 29,20,301 | 173,398 | Nil | 21,757 |
| | | | | 1934-35 | (a)28,27,165 | 229,710 | Nil | 21,606 |
| | | | | 1935-36 | 28,29,616 | 237,278 | Nil | 19,754 |
| Talcher | Bengal Nagpur Railway. | Bihar and Orissa. | 1st Sept. 1932. | 1933-34 | 18,08,970 | 40,846 | Nil | 9,873 |
| | | | | 1934-35 | 19,40,404 | 94,922 | Nil | 11,343 |
| | | | | 1935-36 | 20,20,541 | 145,045 | Nil | 12,894 |
| | Madras & Southern Mahratta Railway. | Bihar and Orissa. | Sept. 1930 | 1933-34 | 38,55,435 | 1,80,004 | Nil | 5,058 |
| | | | | 1934-35 | (b)38,98,308 | 136,138 | Nil | 5,778 |
| | | | | 1935-36 | (a)38,87,404 | 150,005 | Nil | 6,285 |
| Jarangdih . . | Bombay Baroda & Central India and Madras & Southern Mahratta Railways. | Bihar and Orissa | 1st April 1927. | 1933-34 | 79,10,829 | 102,930 | 16,322 | 22,134 |
| | | | | 1934-35 | (a)78,46,056 | 91,410 | 17,390 | 9,620 |
| | | | | 1935-36 | 78,58,188 | 77,787 | 14,486 | 11,180 |
| Religara . . | Bombay Baroda & Central India and Madras & Southern Mahratta Railways. | Bihar and Orissa. | .. | 1933-34 | 20,78,976 | †† | †† | †† |
| | | | | 1934-35 | 20,84,709 | †† | †† | †† |
| | | | | 1935-36 | (d)20,70,027 | †† | †† | †† |
| Kurasia . . | Bombay Baroda & Central India Railway. | Central Provinces. | 7th May 1932. | 1933-34 | 7,90,582 | 82,806 | Nil | 680 |
| | | | | 1934-35 | 10,62,463 | 121,189 | Nil | 1,706 |
| | | | | 1935-36 | 12,25,397 | 150,245 | Nil | 3,087 |
| Kadla | East Indian and Bengal Nagpur Railways | Bihar and Orissa. | .. | 1933-34 | 7,23,136 | § | | § |
| | | | | 1934-35 | 7,38,124 | § | § | § |
| | | | | 1935-36 | 7,38,124 | § | § | § |

(a) The decrease is due to the contribution to Sinking Fund during this year being more than the debits to Block account.

(b) Revised figures.

(c) The decrease is mainly due to adjustment of issue price of coal raised during development.

(d) The decrease is due to credit realized on account of materials sold on relinquishing the property.

DIX B.

for the years 1933-34 to 1935-36.

| FTT. | Quantity issued. | Working expenses. | Average cost of a ton of coal. | Average number of persons employed daily. | Number of tons raised per person employed. | Number of persons killed. | Number of persons injured. | Colliery. |
|---------|------------------|-------------------|--------------------------------|---|--|---------------------------|----------------------------|----------------------------|
| Total. | | | | | | | | |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| Tons. | Tons. | Rs. | Rs. | | Tons. | | | |
| 651,650 | 551,650 | † | † | 1,694 | 326 | 1 | 8 | Bokaro. |
| 672,266 | 672,416 | † | † | 1,809 | 372 | Nil | 9 | |
| 611,501 | 611,501 | 12,12,306 | 1.98 | 1,714 | 357 | 1 | 5 | |
| 56,097 | 56,097 | ** (b) 19,71,833 | 3.24 | 243 | 231 | Nil | Nil | Swang. |
| 59,235 | 59,235 | ** (b) 19,86,401 | 2.72 | 262 | 226 | Nil | 1 | |
| 50,641 | 50,641 | 2,40,638 | 4.75 | 278 | 182 | Nil | 1 | |
| 644,363 | 604,780 | (b) 27,51,599 | 4.27 | 6,624 | 97 | 4 | 24 | Kurharbaroo and Seemapore. |
| 771,137 | (b) 706,675 | (b) 28,60,273 | 3.71 | 6,428 | 120 | 4 | 16 | |
| 712,963 | 667,430 | 30,07,305 | 4.22 | 5,380 | 133 | 69 | 37 | |
| 103,348 | 103,348 | † | † | 812 | 127 | Nil | 1 | Bhurkunda. |
| 104,113 | 103,413 | † | † | 717 | 134 | Nil | Nil | |
| 86,900 | 86,900 | 6,21,055 | 7.15 | 675 | 129 | Nil | 4 | |
| 495,934 | 495,934 | 18,24,787 | 3.68 | 3,711 | 134 | 2 | 7 | Kargali. |
| 445,172 | 445,172 | 12,21,016 | 2.75 | 9,944 | 148 | Nil | 5 | |
| 435,340 | 435,340 | 11,78,441 | 2.71 | 3,147 | 138 | 3 | 13 | |
| 195,155 | 193,674 | 6,58,557 | 3.37 | 879 | 222 | Nil | 1 | Argada. |
| 251,316 | 252,797 | (b) 7,87,264 | (b) 3.13 | 1,126 | 223 | Nil | 2 | |
| 257,032 | 256,952 | 722,598 | 2.81 | 1,336 | 192 | Nil | 2 | |
| 50,719 | 51,401 | (b) 2,98,187 | (b) 5.88 | 628 | 81 | Nil | 1 | Talehar. |
| 106,265 | 106,179 | (b) 3,98,157 | (b) 3.75 | 865 | 123 | 3 | 5 | |
| 157,939 | 158,193 | 5,70,402 | 3.61 | 1,209 | 131 | 3 | 10 | |
| 185,062 | 185,062 | (b) 6,14,228 | (b) 3.32 | 177 | 1,046 | 2 | 49 | Jarangdih. |
| 141,916 | 141,916 | 4,60,323 | 3.25 | 158 | 898 | 1 | 50 | |
| 156,290 | 156,290 | 5,06,751 | 3.24 | 174 | 898 | 2 | 93 | |
| 141,386 | 140,810 | 6,50,480 | 4.60 | 1,357 | 104 | 1 | 26 | Rel gura. |
| 118,420 | 127,668 | 5,29,505 | 4.47 | 1,219 | 97 | Nil | 17 | |
| 103,462 | 103,747 | 4,50,831 | 4.36 | 1,156 | 90 | 1 | 7 | |
| †† | †† | †† | †† | †† | †† | †† | †† | Kurasia. |
| †† | †† | †† | †† | †† | †† | †† | †† | |
| †† | †† | †† | †† | †† | †† | †† | †† | |
| 83,486 | 83,476 | 2,85,141 | 3.42 | 440 | 190 | Nil | 2 | Ked's. |
| 122,895 | 122,905 | 4,23,028 | 3.44 | 566 | 217 | Nil | 6 | |
| 153,332 | 152,692 | 5,14,807 | 3.30 | 619 | 248 | Nil | 10 | |
| § | § | § | § | § | § | § | § | |
| § | § | § | § | § | § | § | § | |
| § | § | § | § | § | § | § | § | |

† Development in progress. No working account yet opened.

†† Development work has been suspended and the colliery relinquished.

‡ Included under "Swang" separate figures not being available.

** See remarks against ‡.

§ Further Development postponed indefinitely.

1.—Statement of the Number of Servants of all races employed on each Railway system (open lines)

| Railways. | Number of | | | | | | | | | |
|--|------------|----------|----------|----------|----------|----------|--|----------|----------|----------|
| | Europeans. | | Indians. | | | | | | | |
| | | | Hindus. | | Muslims. | | Anglo-Indians and Domiciled Europeans. | | Sikhs. | |
| | 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| CLASS I. | | | | | | | | | | |
| Assam-Bengal . | 53 | 50 | 10,339 | 10,027 | 5,317 | 5,819 | 215 | 219 | 125 | 101 |
| Bengal & North Western. | 97 | 95 | 23,171 | 23,118 | 3,706 | 3,677 | 221 | 225 | 12 | 11 |
| Bengal-Nagpur . | *405 | 278 | *54,262 | 55,622 | *6,369 | 6,342 | *1,568 | 1,735 | *644 | 530 |
| Bombay, Baroda & Central India. | *293 | 304 | *48,419 | 48,894 | 11,155 | 11,324 | *1,017 | 978 | *163 | 204 |
| Burma . | 107 | 100 | *15,206 | 15,367 | 2,415 | 2,318 | 639 | 639 | 623 | 589 |
| Eastern Bengal . | 187 | 165 | 36,268 | 34,329 | 13,839 | 14,073 | 629 | 605 | 192 | 152 |
| East Indian . | 814 | 713 | *94,314 | 95,579 | *24,136 | 24,871 | *2,513 | 2,526 | *470 | 543 |
| Great Indian Peninsula. | 517 | 488 | 64,236 | 66,420 | 10,343 | 10,443 | 1,535 | 1,555 | 266 | 293 |
| Jodhpur . | 27 | 27 | 5,318 | 5,622 | 1,592 | 1,620 | 21 | 27 | 9 | 8 |
| Madras & Southern Mahratta. | *184 | 176 | *38,608 | 38,499 | *5,548 | 5,595 | *1,882 | 1,881 | *16 | 20 |
| Nizam's State . | 77 | 77 | 12,885 | 12,524 | 2,550 | 2,335 | 457 | 386 | 12 | 12 |
| North Western . | *506 | 495 | 35,925 | 36,018 | 56,952 | 58,594 | *1,179 | 1,032 | 6,062 | 6,105 |
| Rohilkund and Kumaun. | 17 | 19 | 3,792 | 3,725 | 1,711 | 1,796 | 33 | 36 | Nil | 2 |
| South Indian . | 129 | 117 | 29,063 | 29,500 | 1,996 | 2,025 | *1,340 | 1,368 | *3 | 3 |
| Total . | *3,413 | 3,104 | *471,806 | 475,244 | *147,629 | 150,632 | *13,249 | 13,212 | *8,597 | 8,573 |
| CLASS II. | | | | | | | | | | |
| Barai Light . | 9 | 9 | 1,217 | 1,214 | 195 | 171 | 13 | 26 | Nil | Nil |
| Bengal-Dooars . | 4 | 4 | 1,472 | 1,347 | 251 | 261 | 7 | 9 | Nil | 3 |
| Bhavnagar State | 2 | 2 | 2,945 | 3,209 | 257 | 270 | 11 | 6 | Nil | Nil |
| Bikaner State . | 6 | 8 | 3,098 | 3,225 | 755 | 819 | 2 | 2 | 21 | 32 |
| Darjeeling-Himalayan. | 8 | 6 | 1,679 | 1,665 | 51 | 60 | 21 | 19 | 4 | 4 |
| Dibru-Sadiya . | 10 | 11 | 1,968 | 1,694 | 306 | 332 | 4 | 4 | 27 | 32 |
| Gaekwar's Baroda State. | 1 | 1 | *3,288 | 3,322 | 309 | 241 | 27 | 25 | 32 | 23 |
| Gondal . | Nil | Nil | 1,030 | 1,079 | 62 | 47 | Nil | Nil | Nil | Nil |
| Jamnagar-Dwarka | 1 | Nil | 991 | 962 | 208 | 209 | 1 | 1 | Nil | Nil |
| Junagad State . | 3 | 3 | 1,029 | 1,104 | 212 | 230 | 6 | 6 | Nil | Nil |
| Morvi . | Nil | Nil | 934 | 986 | 106 | 80 | 1 | Nil | Nil | Nil |
| Mysore . | 3 | 2 | 1,437 | 1,434 | 226 | 221 | 33 | 36 | Nil | Nil |
| Shahdara (Delhi)-Saharanpur. | 3 | 3 | 359 | 365 | 240 | 237 | 2 | 5 | 5 | 5 |
| Total . | 50 | 49 | *21,447 | 21,606 | 3,178 | 3,178 | 128 | 139 | 89 | 99 |
| † Class III, Total . | 21 | 22 | *5,767 | 5,937 | *1,065 | 1,085 | *21 | 23 | *4 | 3 |
| Railway Board & other Railway Offices. | *40 | 44 | *2,138 | 2,190 | *491 | 544 | *52 | 49 | *62 | 65 |
| † Grand Total . | *3,524 | 3,219 | *501,158 | 504,977 | *152,363 | 155,439 | *13,460 | 13,423 | *8,752 | 8,740 |

*Revised figures.

† The figures for Jessore-Jhenidah Railway are not included as the information is not available.

DIX C.

only)and in the Railway Board and other Railway Offices at the close of the years 1934-35 and 1935-36.

servants employed.

| Indian Christians. | | Other classes. | | Total. | | Grand Total. | | Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt.). | | Railways |
|--------------------|----------|----------------|----------|----------|----------|--------------|----------|---|----------|--|
| 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | |
| | | | | | | | | | | CLASS I. |
| 62 | 78 | 202 | 234 | 16,260 | 16,278 | 16,313 | 16,328 | 16,313 | 16 328 | Assam-Bengal. |
| 208 | 203 | 5 | 4 | 27,323 | 27,238 | 27,420 | 27,333 | 27,420 | 27,333 | Bengal & North-Western. |
| *986 | 987 | *61 | 63 | *63,890 | 65,279 | *64,295 | 65,557 | *64,295 | 65,557 | Bengal-Nagpur. |
| 1,679 | 1,534 | 1,243 | 1,371 | *63,576 | 64,305 | *63,869 | 64,609 | *63,869 | 64,609 | Bombay, Baroda & Central India. |
| 406 | 355 | *4,172 | 4,380 | 23,461 | 23,648 | 23,568 | 23,748 | 23,570 | 23,750 | Burma. |
| 207 | 234 | 13 | 19 | 51,148 | 49,412 | 51,335 | 49,577 | 51,338 | 49,579 | Eastern Bengal. |
| *700 | 742 | *149 | 176 | *122,282 | 124,437 | *123,096 | 125,150 | *123,101 | 125,156 | East Indian. |
| 3,286 | 3,320 | 1,025 | 1,021 | 80,691 | 83,052 | 81,208 | 83,540 | 81,209 | 83,541 | Great Indian Peninsula. |
| 75 | 81 | 9 | 18 | 7,024 | 7,376 | 7,051 | 7,403 | 7,051 | 7,403 | Jodhpur. |
| 3,547 | 3,449 | *92 | 79 | 49,693 | 49,523 | *49,877 | 49,699 | *49,877 | 49,699 | Madras & Southern Mahratta. |
| 762 | 741 | 60 | 61 | 16,726 | 16,059 | 16,803 | 16,136 | 16,803 | 16,136 | Nizam's State. |
| 1,037 | 1,059 | 2,209 | 1,910 | *103,364 | 104,718 | 103,870 | 105,213 | 103,875 | 105,217 | North Western. |
| 7 | 10 | Nil | Nil | 5,543 | 5,569 | 5,560 | 5,588 | 5,560 | 5,588 | Rohilkund and Kumaun. |
| 3,649 | 3,743 | 149 | 155 | 36,200 | 36,794 | 36,329 | 36,911 | 36,329 | 36,911 | South Indian. |
| *16,511 | 16,536 | *9,389 | 9,491 | *667,181 | 673,688 | *670,594 | 676,792 | *670,610 | 676,807 | Total |
| | | | | | | | | | | CLASS II. |
| 47 | 42 | 1 | 1 | 1,473 | 1,454 | 1,482 | 1,463 | | | Barai Light. |
| 3 | 4 | 5 | 5 | 1,738 | 1,629 | 1,742 | 1,633 | | | Bengal-Dooars. |
| 29 | 32 | 36 | 38 | 3,278 | 3,555 | 3,280 | 3,557 | | | Bhavnagar State. |
| 4 | 8 | Nil | Nil | 3,880 | 4,086 | 3,886 | 4,094 | | | Bikaner State. |
| 12 | 14 | 18 | 11 | 1,785 | 1,773 | 1,793 | 1,779 | | | Darjeeling-Himalayan. |
| 17 | 27 | Nil | Nil | 2,322 | 2,089 | 2,332 | 2,100 | | | Dibru-Sadiya. |
| 32 | 34 | 9 | 11 | *3,697 | 3,656 | *3,698 | 3,657 | | | Gaekwar's Baroda State. |
| 7 | 7 | 3 | 2 | 1,102 | 1,135 | 1,102 | 1,135 | | | Gondal. |
| 9 | 10 | 1 | 2 | 1,210 | 1,184 | 1,211 | 1,184 | | | Jamnagar-Dwarka. |
| 7 | 8 | 3 | 3 | 1,257 | 1,351 | 1,260 | 1,354 | | | Junagad State. |
| 1 | 1 | 2 | 2 | 1,044 | 1,069 | 1,044 | 1,069 | | | Morvi. |
| Nil | Nil | 139 | 146 | 1,835 | 1,837 | 1,838 | 1,839 | | | Mysore. |
| *3 | 1 | *Nil | Nil | 609 | 613 | 612 | 616 | | | Shahdara (Delhi) Saharanpur. |
| *171 | 188 | *217 | 221 | *25,230 | 25,431 | *25,280 | 25,480 | | | Total. |
| 44 | 44 | *27 | 28 | 6,928 | 7,120 | 6,949 | 7,142 | | | † Class III Total. |
| 48 | 56 | 2 | 2 | *2,793 | 2,906 | *2,833 | 2,950 | | | Railway Board & other Railway Offices. |
| *16,774 | 16,824 | *9,635 | 9,742 | *702,132 | 709,145 | 695,656 | 712,364 | | | † Grand Total. |

*Revised figures.
†The figures for Jessore-Jhenidah Railway are not included as the information is not available.

APPENDIX C—concl'd.

II.—Statement showing number of servants of all races employed on Class I Railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1934-35 and 1935-36.

| | | 31st MARCH 1935. | | | | | | | | 31st MARCH 1936. | | | | | | | | | |
|---|-----------------|------------------|----------|---|--------|-----------------------|-------------------|-------------------------------|--|------------------|---------|----------|---|--------|-----------------------|-------------------|--|-------------------------------|--|
| Name of Railway. | Euro- peans. | INDIANS. | | | | | | | Total No. on the Railway (Column 1 plus 8). | INDIANS. | | | | | | | Total No. on the Railway (Col 10 plus 17). | | |
| | | Hindus. | Muslims. | Anglo- Indians and Domi- ciled Eu- ropeans. | Sikhs. | Indian Christians. | Other Classes. | Total (Columns 2 to 7). | | Europeans. | Hindus. | Muslims. | Anglo- Indians and Domiciled Europeans. | Sikhs. | Indian Christians. | Other Classes. | | Total (Cols. 11 to 16). | |
| | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | |
| <i>State Managed Railways.</i> | | | | | | | | | | | | | | | | | | | |
| Burma .. | 28 | 2,102 | 631 | 539 | 84 | 254 | 1,161 | 4,771 | 4,799 | 25 | 2,122 | 614 | 541 | 82 | 248 | 1,223 | 4,830 | 4,855 | |
| Eastern Bengal .. | 131 | 7,722 | 1,639 | 576 | 36 | 39 | 12 | 10,024 | 10,155 | 110 | 7,505 | 1,766 | 539 | 29 | 41 | 10 | 9,890 | 10,000 | |
| East Indian .. | *519 | *15,980 | *3,877 | *2,352 | 141 | 214 | 22 | *22,595 | *23,114 | 510 | 15,970 | 3,993 | 2,273 | 140 | 223 | 19 | 22,618 | 23,128 | |
| Great Indian Peninsula .. | 357 | 10,393 | 1,915 | 1,361 | 58 | 1,370 | 652 | 15,749 | 16,106 | 336 | 10,909 | 1,873 | 1,375 | 58 | 1,371 | 681 | 16,268 | 16,602 | |
| North Western .. | 352 | 11,375 | 6,048 | 1,047 | 1,481 | 172 | 101 | 20,224 | 20,576 | 350 | 11,519 | 6,502 | 931 | 1,525 | 226 | 84 | 20,817 | 21,167 | |
| Railway Board and Mis- cellaneous Offices. | 2 | *1,916 | *408 | *46 | *61 | 40 | 2 | *2,373 | *2,375 | 2 | 1,827 | 426 | 43 | 61 | 45 | 2 | 2,404 | 2,406 | |
| Total .. | *1,389 | *49,397 | *14,518 | *5,921 | *1,861 | 2,089 | 1,950 | *75,736 | *77,125 | 1,333 | 49,882 | 15,174 | 5,703 | 1,893 | 2,154 | 2,019 | 76,825 | 78,188 | |
| <i>Company Managed Rail- ways.</i> | | | | | | | | | | | | | | | | | | | |
| Assam Bengal .. | 16 | 2,609 | 688 | 195 | 23 | 27 | 11 | 3,553 | 3,569 | 14 | 2,844 | 856 | 214 | 26 | 31 | 21 | 3,992 | 4,006 | |
| Bengal Nagpur .. | 109 | *8,185 | *755 | *1,142 | *97 | *215 | 15 | *10,409 | *10,518 | 100 | 7,978 | 746 | 1,163 | 91 | 197 | 10 | 10,185 | 10,285 | |
| B. and N. Western .. | 31 | 3,729 | 1,077 | 224 | 14 | 74 | 2 | 5,120 | 5,151 | 35 | 3,728 | 1,102 | 222 | 12 | 68 | 2 | 5,134 | 5,169 | |
| B. B. and Central India .. | 178 | 15,847 | 4,579 | 966 | 104 | 1,011 | 1,164 | 23,671 | 23,849 | 193 | 15,505 | 4,333 | 959 | 124 | 935 | 1,279 | 23,135 | 23,328 | |
| M. and S. Mahatta .. | *94 | *7,103 | 882 | *1,295 | *5 | 644 | 121 | *10,050* | *10,144 | 86 | 7,153 | 920 | 1,347 | 5 | 657 | 118 | 10,200 | 10,286 | |
| R. and Kumaon .. | 7 | 637 | 270 | 31 | 1 | 6 | .. | 945 | 952 | 5 | 647 | 304 | 35 | 1 | 7 | 1 | 995 | 1,000 | |
| South Indian .. | 57 | *7,236 | *535 | 936 | .. | *790 | 7 | *9,504 | *9,561 | 48 | 7,217 | 550 | 930 | .. | 806 | 6 | 9,509 | 9,557 | |
| Total .. | 492 | *45,346 | *8,785 | *4,789 | *244 | *2,767 | 1,320 | *63,252 | *63,744 | 481 | 45,072 | 8,911 | 4,870 | 259 | 2,701 | 1,437 | 63,150 | 63,631 | |
| Grand Total .. | *1,881 | *94,743 | *23,304 | *10,710 | *2,105 | *4,856 | 3,270 | *138,988 | *140,869 | 1,814 | 94,954 | 23,985 | 10,573 | 2,152 | 4,855 | 3,456 | 139,975 | 141,789 | |

* Revised figures.

APPENDIX D (i).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1935-36 and the preceding four years.

[Summary of Appendices D (ii) to D (vi).]

| Class of accidents. 1 | 1931-32. 2 | 1932-33. 3 | 1933-34. 4 | 1934-35. 5 | 1935-36 6 | References. 7 |
|---|----------------|-----------------|----------------|-----------------|----------------|----------------------------|
| I.—Accidents to trains— | | | | | | |
| Collisions— | | | | | | Appendix D (iii) Col. 308. |
| Passenger trains | 65 | 44 | 65 | 47 | 59 | Items 1 to 3. |
| Other trains and light engines | 200 | 161 | 191 | 166 | 204 | " 4 to 6. |
| Derailments— | | | | | | |
| Passenger trains | 294 | 216 | 234 | 274 | 273 | " 7 (a) & 7 (b). |
| Other trains | 3,201 | 2,968 | 3,174 | 3,217 | 3,077 | " 8 (a) & 8 (b). |
| II.—Failure of engines and rolling stock— | | | | | | |
| Failure of engines due to faulty design, material or workmanship in the Mechanical Department— | | | | | | |
| (1) boilers and tubes | 83 | 85 | 84 | 115 | 95 | Item 9 (a) (1). |
| (2) machinery, springs, etc. | 494 | 458 | 437 | 441 | 308 | " 9 (a) (2). |
| Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff— | | | | | | |
| (1) boilers and tubes | 287 | 201 | 269 | 224 | 260 | " 9 (b) (1). |
| (2) other causes | 1,538 | 1,216 | 1,132 | 1,182 | 1,379 | " 9 (b) (2). |
| Failure of tyres and wheels | 17 | 11 | 12 | 33 | 20 | " 9 (c) & 9 (d). |
| ditto axles | 86 | 54 | 44 | 51 | 52 | " 9 (e). |
| ditto brake apparatus | 14 | 5 | 13 | 15 | 9 | " 9 (f). |
| ditto couplings and draft gear | 3,575 | 2,017 | 1,917 | 2,029 | 2,025 | " 9 (g). |
| Other rolling stock failures | † | 4 | 345 | 1,748 | 435 | " 9 (h). |
| III.—Failure of permanent-way— | | | | | | |
| Broken rails | 306 | 350 | 355 | 323* | 321 | " 10 (a). |
| Failure of tunnels, bridges, viaducts, culverts, etc. | 7 | 3 | 6 | 5 | 4 | " 10 (b). |
| Flooding of portions of permanent-way. | 136 | 124 | 188 | 107 | 83 | " 10 (c). |
| Slips in cuttings or embankments | 69 | 59 | 74 | 52 | 63 | " 10 (d). |
| IV.—Fires— | | | | | | |
| Fire in trains | 107 | 133 | 144 | 182 | 156 | " 11 (a). |
| Fire at stations or involving injury to bridges or viaducts. | 59 | 62 | 42 | 33 | 64 | " 11 (b). |
| V.—Other accidents— | | | | | | |
| Trains running over cattle on the line | 8,790 | 9,237 | 9,701 | 9,362 | 9,538 | " 12 (b). |
| Trains running over obstructions on the line (other than those at level crossings). | 163 | 236 | 193 | 189 | 201 | " 12 (c). |
| Trains running over obstructions or vehicles at level crossings | 107 | 109 | 94 | 73 | 85 | " 12 (d). |
| Train-wrecking. | 32 | 47 | 20 | 17 | 10 | " 12 (e). |
| Attempted train-wrecking | 122 | 131 | 116 | 107 | 101 | " 12 (f). |
| Miscellaneous | 472 | 356 | 331 | 387 | 387 | " 12 (g) + 12 (a). |
| TOTAL | 20,319 | 18,287 | 19,231 | 19,370 | 19,214 | Total. |
| *NUMBER OF PERSONS KILLED OR INJURED. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| A.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.— | | | | | | |
| Passengers | 245 | 808 | 215 | 761 | 204 | 785 |
| Railway servants | 201 | 1,819 | 184 | 1,789 | 177 | 1,975 |
| Other persons | 2,322 | 736 | 2,225 | 698 | 2,307 | 679 |
| TOTAL | 2,768 | 3,363 | 2,624 | 3,248 | 2,688 | 3,430 |
| B.—In accidents to trains, rolling-stock and permanent-way— | | | | | | |
| Passengers | 8 | 93 | 6 | 61 | 21 | 160 |
| Railway servants | 16 | 157 | 8 | 79 | 9 | 123 |
| Other persons | 32 | 62 | 41 | 103 | 45 | 86 |
| TOTAL | 56 | 312 | 55 | 243 | 75 | 369 |
| C.—In accidents on railway premises not connected with the movement of railway vehicles— | | | | | | |
| Passengers | 2 | 11 | 10 | 21 | 7 | 19 |
| Railway servants | 43 | 5,467 | 24 | 5,922 | 33 | 6,357 |
| Other persons | 19 | 47 | 44 | 75 | 23 | 793 |
| TOTAL | 64 | 5,525 | 78 | 6,018 | 63 | 7,174 |
| TOTAL PASSENGERS | 255 | 912 | 231 | 843 | 232 | 961 |
| TOTAL RAILWAY SERVANTS | 260 | 7,443 | 216 | 7,790 | 219 | 8,455 |
| TOTAL OTHER PERSONS | 2,373 | 845 | 2,310 | 576 | 2,375 | 1,563 |
| GRAND TOTAL | 2,888 | 9,200 | 2,757 | 9,569 | 2,826 | 10,982 |

| | | | | | |
|---|------------|-------|----|-------|-----------------------------------|
| *Number of persons killed or injured in Railway Workshops, etc., in 1935-36 not included in the above summary. | Killed .. | 12 | 3 | 15 | Totals (b), (c) & (d) (Col. 404). |
| †New item, introduced from 1932-33. | Injured .. | 8,136 | 14 | 8,150 | |

Number of persons killed or injured during the year 1935-36 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

| | | CLASS I | | | | | | | |
|---|-------------------|---------------|---------------------------|----------------|-----------------------------------|--------|-----------------|--------------|-------------------------|
| Class of accident. | Nature of Injury. | Assam-Bengal. | Bengal and North-Western. | Bengal Nagpur. | Bombay, Baroda and Central India. | Burma. | Eastern Bengal. | East Indian. | Great Indian Peninsula. |
| 7 (a) | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| (a) PASSENGERS. | | | | | | | | | |
| ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC. | | | | | | | | | |
| 1. Falling between trains and platforms . . . | Killed . . | .. | .. | .. | .. | 2 | 4 | 13 | 6 |
| | Injured . . | .. | 1 | 1 | .. | 1 | 3 | 19 | 9 |
| 2. Falling on to the platforms, ballast, etc., when getting into or out of trains. . . | Killed . . | .. | .. | .. | .. | 4 | 6 | 3 | 1 |
| | Injured . . | .. | 5 | 21 | 1 | 10 | 15 | 16 | 39 |
| 3. Crossing the line at stations . . . | Killed . . | .. | .. | .. | 1 | .. | 2 | 4 | 1 |
| | Injured . . | .. | 2 | .. | 1 | .. | 1 | 2 | .. |
| 4. Closing of carriage doors | Killed . . | .. | .. | .. | .. | .. | .. | .. | .. |
| | Injured . . | .. | 1 | .. | .. | 2 | .. | .. | 2 |
| 5. Falling or jumping out of carriages during the running of trains. | Killed . . | .. | 2 | 4 | 14 | 2 | 9 | 13 | 8 |
| | Injured . . | 10 | 80 | 25 | 23 | 22 | 36 | 20 | 65 |
| 6. Other accidents | Killed . . | .. | .. | 1 | 1 | .. | 1 | 3 | 1 |
| | Injured . . | 1 | 4 | .. | 5 | .. | 4 | 9 | 55 |
| TOTAL (a) | Killed . . | .. | 2 | 5 | 16 | 8 | 22 | 36 | 17 |
| | Injured . . | 11 | 93 | 47 | 30 | 35 | 59 | 66 | 170 |
| (b) RAILWAY SERVANTS. | | | | | | | | | |
| (i) ACCIDENTS IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES. | | | | | | | | | |
| 1. Coupling or uncoupling vehicles . . . | Killed . . | .. | .. | .. | .. | 1 | 1 | 3 | .. |
| | Injured . . | 1 | 2 | .. | 100 | 19 | 9 | 121 | 143 |
| 2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines. | Killed . . | .. | .. | .. | .. | .. | 1 | .. | .. |
| | Injured . . | .. | .. | .. | 3 | .. | 1 | 3 | 2 |
| 3. Passing over or standing upon buffers during shunting | Killed . . | .. | .. | .. | .. | .. | .. | .. | .. |
| | Injured . . | .. | .. | .. | 4 | .. | 2 | 1 | .. |
| 4. Getting on or off or falling off, engines, wagons, etc., during shunting. | Killed . . | .. | .. | .. | .. | 1 | .. | .. | .. |
| | Injured . . | 1 | 3 | 4 | 5 | 11 | 3 | 18 | 16 |
| 5. Braking, spragging or choking wheels . . . | Killed . . | .. | .. | .. | .. | .. | .. | .. | 1 |
| | Injured . . | .. | .. | 2 | 2 | 5 | 1 | 26 | 24 |
| 6. Attending to ground points, marshalling trains, etc. | Killed . . | .. | .. | .. | .. | .. | .. | .. | .. |
| | Injured . . | .. | .. | .. | .. | 1 | 2 | 9 | 2 |
| 7. Moving vehicles by capetans, turntables, props, etc., during shunting. | Killed . . | .. | .. | .. | .. | .. | .. | .. | .. |
| | Injured . . | .. | .. | .. | .. | .. | 5 | 3 | .. |
| 8. Other accidents during shunting operations not included in the preceding items. | Killed . . | .. | .. | .. | .. | .. | .. | 4 | 5 |
| | Injured . . | 2 | 4 | 1 | 2 | 9 | 9 | 51 | 52 |
| TOTAL (i) | Killed . . | .. | .. | .. | .. | 2 | 2 | 7 | 6 |
| | Injured . . | 4 | 9 | 7 | 116 | 45 | 32 | 232 | 239 |

DIX D (4).

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.

| RAILWAYS. | | | | | | TOTAL CLASS I RAILWAYS. | | TOTAL CLASS II RAILWAYS. | | TOTAL CLASS III RAILWAYS. | | TOTAL ALL RAILWAYS. | | Serial No. of Class of Acci- dents [see Col. 7 (a)]. |
|-----------|---|-------------------|-------------------|----------------------------------|------------------|----------------------------|----------|-----------------------------|----------|------------------------------|----------|--|--|---|
| Jodhpur. | Madras and Southern Mah- ratta. | Nizam's State. | North Western. | Rohil- kund and Kumaon. | South Indian. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. | 1934-35. | 1935-36. (Cols. 24, 26 and 28.) 29 | 1934-35. (Cols. 23, 25 and 27.) 30 | |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| .. | .. | .. | 5 | .. | .. | 30 | 30 | .. | .. | .. | .. | 30 | 30 | 1 |
| .. | .. | .. | 10 | .. | .. | 44 | 51 | .. | .. | .. | .. | 44 | 51 | |
| .. | .. | .. | 5 | .. | 2 | 21 | 21 | .. | 2 | .. | .. | 21 | 23 | 2 |
| .. | .. | 2 | 18 | .. | 1 | 128 | 97 | .. | .. | .. | 1 | 128 | 98 | |
| .. | .. | .. | 1 | .. | .. | 9 | 5 | .. | .. | .. | .. | 9 | 5 | 3 |
| .. | 1 | .. | .. | .. | .. | 7 | 9 | .. | 1 | .. | .. | 7 | 10 | |
| .. | .. | .. | 1 | .. | .. | 1 | .. | .. | .. | .. | .. | 1 | .. | 4 |
| .. | .. | .. | .. | .. | .. | 5 | 7 | .. | .. | .. | .. | 5 | 7 | |
| 1 | 3 | 3 | 35 | .. | 7 | 101 | 113 | 5 | 3 | 1 | 2 | 107 | 118 | 5 |
| 1 | 41 | 1 | 87 | 7 | 52 | 470 | 506 | 28 | 10 | 15 | 15 | 511 | 531 | |
| .. | .. | .. | 1 | .. | .. | 8 | 10 | .. | .. | 1 | 3 | 8 | 13 | 6 |
| .. | 3 | .. | 3 | 1 | 2 | 87 | 89 | 2 | 2 | 3 | 6 | 90 | 97 | |
| 1 | 3 | 3 | 48 | .. | 9 | 170 | 179 | 5 | 5 | 2 | 5 | 177 | 189 | Total (a). |
| 1 | 45 | 3 | 118 | 8 | 55 | 741 | 759 | 28 | 13 | 18 | 22 | 787 | 794 | |
| 1 | 1 | .. | 1 | .. | .. | 8 | 7 | .. | .. | .. | .. | 8 | 7 | 1 |
| 1 | 56 | 17 | 91 | .. | 14 | 568 | 514 | 3 | 1 | 5 | 5 | 576 | 520 | |
| .. | .. | .. | .. | .. | .. | 1 | 1 | .. | .. | .. | .. | 1 | 1 | 2 |
| .. | 1 | .. | 2 | .. | .. | 12 | 17 | 1 | .. | .. | .. | 13 | 17 | |
| .. | .. | .. | 1 | .. | .. | 1 | .. | .. | .. | .. | .. | 1 | .. | 3 |
| .. | .. | .. | .. | 1 | .. | 8 | 10 | .. | .. | .. | .. | 8 | 10 | |
| .. | .. | .. | .. | .. | .. | 1 | 9 | .. | .. | .. | .. | 1 | 9 | 4 |
| .. | 9 | .. | 16 | .. | .. | 86 | 79 | 2 | 1 | .. | 2 | 88 | 82 | |
| .. | .. | .. | .. | .. | .. | 1 | 3 | .. | 1 | .. | .. | 1 | 4 | 5 |
| .. | 7 | 1 | 10 | .. | .. | 78 | 87 | .. | .. | .. | 1 | 78 | 88 | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| .. | .. | .. | .. | .. | .. | 14 | 21 | .. | .. | .. | 1 | 14 | 22 | |
| .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | 1 | 7 |
| .. | .. | .. | 4 | .. | .. | 12 | 19 | .. | .. | .. | .. | 12 | 19 | |
| .. | .. | 1 | 2 | .. | 1 | 13 | 9 | .. | .. | .. | .. | 13 | 9 | 8 |
| .. | 7 | 4 | 21 | .. | 5 | 167 | 188 | 1 | 1 | 1 | 2 | 169 | 191 | |
| 1 | 1 | 1 | 4 | .. | 1 | 25 | 30 | .. | 1 | .. | .. | 25 | 31 | Total (i). |
| 1 | 74 | 22 | 144 | 1 | 19 | 945 | 935 | 7 | 3 | 6 | 11 | 958 | 949 | |

Number of persons killed or injured during the year 1935-36 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

| CLASS I | | | | | | | | | |
|--|-------------------|---------------|---------------------------|----------------|-----------------------------------|--------|-----------------|--------------|-------------------------|
| Class of accident. | Nature of Injury. | Assam-Bengal. | Bengal and North-Western. | Bengal Nagpur. | Bombay, Baroda and Central India. | Burma. | Eastern Bengal. | East Indian. | Great Indian Peninsula. |
| 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| (b) RAILWAY SERVANTS—concl'd. | | | | | | | | | |
| (ii) OTHER ACCIDENTS. | | | | | | | | | |
| 9. Falling off engines, etc., during the running of trains. | Killed . | .. | 1 | .. | 1 | .. | .. | 2 | .. |
| | Injured . | 1 | 1 | 2 | 3 | 1 | 2 | 7 | 6 |
| 10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains. | Killed . | .. | .. | 1 | .. | .. | 1 | .. | .. |
| | Injured . | .. | .. | .. | 9 | 2 | .. | 4 | 3 |
| 11. Getting on or off engines, vans, etc., during the running of trains. | Killed . | .. | 1 | .. | .. | 1 | 2 | 4 | 2 |
| | Injured . | .. | 3 | .. | 4 | 2 | 4 | 14 | 46 |
| 12. Attending to, or failure of, machinery, etc., of engines in steam. | Killed . | .. | .. | .. | .. | .. | .. | .. | .. |
| | Injured . | 1 | .. | .. | 2 | 3 | 9 | 205 | 268 |
| 13. Working on the permanent-way, sidings, etc. | Killed . | .. | .. | 1 | .. | 1 | 1 | 3 | 5 |
| | Injured . | .. | 1 | 2 | 13 | 1 | 1 | 1 | 4 |
| 14. Attending to gates at level-crossings . . . | Killed . | .. | 1 | 1 | 1 | .. | .. | 1 | 1 |
| | Injured . | .. | 2 | .. | 2 | 2 | .. | 1 | 1 |
| 15. Walking, crossing, or standing on the line on duty. | Killed . | .. | .. | 2 | 13 | 2 | 4 | 12 | 5 |
| | Injured . | 1 | 3 | 1 | 25 | 2 | 3 | 9 | 10 |
| 16. Being caught between vehicles | Killed . | .. | .. | .. | .. | .. | .. | 3 | .. |
| | Injured . | 1 | .. | .. | 1 | .. | .. | 1 | .. |
| 17. Falling or being caught between trains and platforms, walls, etc. | Killed . | .. | .. | .. | .. | .. | 2 | 3 | .. |
| | Injured . | .. | .. | .. | 15 | .. | .. | 7 | .. |
| 18. Walking, etc., on the line on the way home or to work. | Killed . | .. | .. | .. | .. | 3 | 3 | 5 | 4 |
| | Injured . | .. | 1 | .. | 9 | 3 | 1 | 2 | 3 |
| 19. Miscellaneous | Killed . | 2 | .. | 3 | .. | .. | 4 | 5 | .. |
| | Injured . | .. | 4 | 5 | 26 | 14 | 37 | 54 | 103 |
| TOTAL (ii). | Killed . | 2 | 3 | 8 | 15 | 7 | 17 | 38 | 17 |
| | Injured . | 4 | 15 | 10 | 100 | 30 | 57 | 305 | 444 |
| TOTAL RAILWAY SERVANTS (b)=[(i) + (ii)] | Killed . | 2 | 3 | 8 | 15 | 9 | 19 | 45 | 23 |
| | Injured . | 8 | 24 | 17 | 225 | 75 | 89 | 537 | 683 |
| (c) OTHER PERSONS. | | | | | | | | | |
| 1. Passing over the railway at level crossings . | Killed . | .. | .. | 1 | .. | .. | 3 | 9 | 7 |
| | Injured . | .. | 1 | .. | .. | 3 | 3 | 1 | .. |
| 2. Trespassing on the line | Killed . | 50 | 189 | 158 | 147 | 76 | 183 | 430 | 170 |
| | Injured . | 20 | 90 | 60 | 74 | 28 | 45 | 117 | 31 |
| 3. Suicides | Killed . | 3 | 6 | 59 | 9 | 5 | 29 | 194 | 76 |
| | Injured . | .. | 2 | 1 | .. | .. | 4 | 4 | 4 |
| 4. Miscellaneous | Killed . | .. | 1 | 2 | .. | .. | 8 | 16 | 3 |
| | Injured . | .. | 7 | 4 | 2 | 3 | 16 | 15 | 4 |
| TOTAL OTHER PERSONS (c) | Killed . | 53 | 196 | 220 | 156 | 81 | 223 | 649 | 256 |
| | Injured . | 26 | 100 | 65 | 76 | 34 | 68 | 137 | 39 |
| (d) GRAND TOTAL = (a) + (b) + (c) | Killed . | 55 | 201 | 233 | 187 | 98 | 264 | 730 | 296 |
| | Injured . | 45 | 217 | 129 | 331 | 144 | 216 | 740 | 892 |

DIX D (ii)—concl'd.

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

| RAILWAYS. | | | | | | TOTAL CLASS I RAILWAYS | | TOTAL CLASS II RAILWAYS. | | TOTAL CLASS III RAILWAYS. | | TOTAL ALL RAILWAYS | | Serial No. of class of accidents (see Col. 32). |
|-----------|--------------------------------|----------------|----------------|------------------------|--------------|------------------------|----------|--------------------------|----------|---------------------------|---------|-------------------------------|------------------------------|---|
| Jodhpur. | Madras and Southern Mah-ratta. | Nizam's Stato. | North Western. | Rohil-kund and Kumaon. | South Indian | 1935-36. | 1934-35. | 1935-36 | 1934-35. | 1935-36. | 1934-35 | 1935-36. (Cols. 48, 50 & 52.) | 1934-35 (Cols. 49, 51 & 53.) | |
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 |
| .. | .. | .. | 1 | .. | .. | 5 | 5 | .. | 1 | .. | .. | 5 | 6 | 9 |
| 1 | 5 | 2 | 20 | .. | 3 | 54 | 73 | 7 | .. | .. | 1 | 61 | 74 | |
| .. | .. | .. | 1 | .. | .. | 3 | 4 | 1 | .. | .. | .. | 4 | 4 | 10 |
| .. | .. | .. | 4 | .. | .. | 22 | 29 | .. | .. | 1 | 1 | 23 | 30 | |
| .. | 1 | .. | .. | .. | .. | 11 | 7 | 1 | 3 | .. | .. | 12 | 10 | 11 |
| 2 | 3 | 2 | 24 | 1 | 2 | 107 | 98 | .. | 1 | 1 | .. | 108 | 99 | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 |
| .. | .. | .. | 64 | .. | 1 | 553 | 648 | 1 | .. | 2 | .. | 556 | 648 | |
| .. | .. | .. | 2 | .. | .. | 13 | 9 | 1 | .. | .. | .. | 14 | 9 | 13 |
| 1 | .. | .. | 3 | .. | .. | 27 | 12 | .. | 1 | 1 | .. | 28 | 13 | |
| .. | .. | .. | .. | .. | .. | 5 | 5 | .. | .. | .. | .. | 5 | 5 | 14 |
| .. | 1 | .. | .. | .. | .. | 9 | 9 | 2 | .. | .. | .. | 11 | 9 | |
| .. | .. | 5 | 8 | .. | 2 | 53 | 71 | .. | 1 | .. | .. | 53 | 72 | 15 |
| .. | 6 | 2 | 19 | .. | 3 | 84 | 60 | .. | 1 | .. | 2 | 84 | 63 | |
| .. | .. | .. | .. | 1 | .. | 4 | 6 | .. | .. | .. | .. | 4 | 6 | 16 |
| .. | .. | .. | .. | .. | .. | 3 | 11 | .. | .. | .. | .. | 3 | 11 | |
| .. | .. | .. | .. | .. | .. | 5 | 2 | .. | .. | .. | .. | 5 | 2 | 17 |
| .. | .. | .. | 2 | .. | .. | 24 | 13 | .. | .. | .. | .. | 24 | 13 | |
| .. | .. | 2 | 2 | .. | .. | 19 | 21 | .. | .. | 1 | .. | 20 | 21 | 18 |
| .. | 1 | .. | 2 | .. | .. | 22 | 28 | .. | 2 | 1 | .. | 23 | 30 | |
| .. | 2 | .. | 1 | .. | .. | 17 | 12 | .. | 5 | .. | .. | 17 | 17 | 19 |
| .. | 90 | 12 | 63 | 1 | 3 | 412 | 319 | 15 | 11 | .. | .. | 427 | 330 | |
| .. | 3 | 7 | 15 | 1 | 2 | 135 | 142 | 3 | 10 | 1 | .. | 139 | 152 | Total (ii) |
| 4 | 106 | 18 | 201 | 2 | 12 | 1,317 | 1,300 | 25 | 16 | 6 | 4 | 1,348 | 1,320 | |
| 1 | 4 | 8 | 19 | 1 | 3 | 160 | 172 | 3 | 11 | 1 | .. | 164 | 183 | Total (b). |
| 5 | 180 | 40 | 345 | 3 | 31 | 2,262 | 2,235 | 32 | 19 | 12 | 15 | 2,306 | 2,269 | |
| .. | 1 | .. | 3 | .. | 9 | 33 | 24 | .. | .. | 1 | .. | 31 | 24 | 1 |
| .. | .. | .. | 1 | .. | .. | 9 | 12 | .. | 5 | 1 | .. | 10 | 17 | |
| 4 | 104 | 11 | 242 | 17 | 143 | 1,924 | 1,955 | 30 | 48 | 14 | 16 | 1,968 | 2,019 | 2 |
| 3 | 22 | 2 | 83 | 6 | 28 | 615 | 662 | 24 | 16 | 17 | 25 | 656 | 693 | |
| 2 | 40 | 7 | 47 | 6 | 49 | 532 | 455 | 6 | 3 | 4 | 2 | 542 | 460 | 3 |
| .. | 1 | .. | 3 | 1 | 1 | 21 | 15 | .. | .. | .. | 1 | 21 | 16 | |
| .. | 4 | 2 | 6 | 1 | 8 | 51 | 38 | 3 | 4 | 1 | .. | 55 | 42 | 4 |
| .. | 6 | 1 | 13 | 3 | 3 | 77 | 69 | 1 | 5 | 2 | .. | 80 | 64 | |
| 6 | 149 | 20 | 298 | 24 | 209 | 2,540 | 2,472 | 39 | 55 | 20 | 20 | 2,599 | 2,515 | Total (c). |
| 3 | 29 | 3 | 100 | 10 | 32 | 722 | 738 | 25 | 26 | 20 | 26 | 767 | 790 | |
| 8 | 156 | 31 | 365 | 25 | 221 | 2,870 | 2,823 | 47 | 71 | 23 | 23 | 2,940 | 2,917 | Grand Total (d). |
| 9 | 254 | 46 | 563 | 31 | 118 | 3,725 | 3,752 | 85 | 58 | 50 | 63 | 3,860 | 3,853 | |

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

| Class of accident | CLASS I | | | | | | | | | | |
|---|--|--------------------------|---------------------------------|-------------|---------------|----------------------|---------------|-------------------|---------------|---|---|
| | ASSAM BENGAL | | | | | | | | | | |
| | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. (Cols. 58 and 59). | Passengers. | | Railway servants. | | Other persons. | | Total. | |
| | | | | Killed. | In- jured. | Killed. | In- jured. | Killed. | In- jured. | Killed. (Cols. 61, 63 and 65.) | In- jured. (Cols. 62, 64 and 66.) |
| 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 6. Collisions between light engines | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| 7. Derailments of passenger trains— | | | | | | | | | | | |
| (a) due to trains running in the wrong direction through points. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) other causes | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 8. Other derailments— | | | | | | | | | | | |
| (a) due to trains running in the wrong direction through points. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) other causes | .. | 17 | 17 | .. | .. | .. | .. | .. | .. | .. | .. |
| 9. Failure of engines and rolling-stock— | | | | | | | | | | | |
| (a) failures of engines due to faulty design, material or workmanship in the Mechanical Department— | | | | | | | | | | | |
| (1) boilers and tubes | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) machinery, springs, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff— | | | | | | | | | | | |
| (1) boilers and tubes | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) other causes | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The failure of tyres | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Ditto wheels | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto axles | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Ditto brake apparatus | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto couplings and draft gear | .. | 36 | 36 | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Other Rolling Stock failures | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 10. Failure of permanent-way— | | | | | | | | | | | |
| (a) Broken rails | .. | 11 | 11 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Slips in outtings or embankments | .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| 1. Fires— | | | | | | | | | | | |
| (a) Fire in trains | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Fire at stations, or involving injury to bridges or viaducts. | .. | 22 | 22 | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. Other accidents— | | | | | | | | | | | |
| (a) Passenger trains running in the wrong direction through points but not derailed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Trains running over cattle on the line | .. | 180 | 180 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line (other than those at level-crossings). | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Trains running over obstructions or vehicles at level crossings. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Train-wrecking | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Attempted train-wrecking | .. | 12 | 12 | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Miscellaneous | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | .. | 287 | 287 | .. | .. | .. | .. | .. | .. | .. | .. |

DIX D (iii).

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS.

| BENGAL AND NORTH-WESTERN | | | | | | | | | | | |
|--|---------------------|---------------------------------|-------------|----------|------------------|----------|----------------|----------|--------------------------------------|--|--|
| Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. (Cols. 69 and 70). | Passengers. | | Railway servants | | Other persons. | | Total. | | Serial No. of class of accidents (see column No. 57). |
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. (Cols. 72, 74 and 76). | Injured. (Cols. 73, 75 and 77). | |
| 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| 1 | .. | 1 | .. | 1 | 1 | 3 | .. | .. | 1 | 4 | 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 7 (a) |
| .. | 10 | 10 | .. | .. | .. | .. | .. | .. | .. | .. | 7 (b) |
| 1 | 4 | 5 | 4 | .. | 1 | .. | .. | .. | 5 | .. | 8 (a) |
| .. | 44 | 44 | .. | .. | .. | .. | .. | .. | .. | .. | 8 (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) 1 |
| .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) 1 |
| .. | 33 | 33 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) 2 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (c) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (e) |
| .. | 52 | 52 | .. | 3 | .. | .. | .. | .. | .. | 3 | 9 (f) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (g) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (h) |
| .. | 8 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (b) |
| .. | 10 | 10 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (c) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (d) |
| .. | 4 | 4 | .. | .. | .. | 2 | .. | .. | .. | 2 | 11 (a) |
| .. | 13 | 13 | .. | .. | .. | .. | .. | .. | .. | .. | 11 (b) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (a) |
| .. | 51 | 51 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (b) |
| .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (c) |
| .. | 4 | 4 | .. | .. | .. | .. | .. | 1 | .. | 1 | 12 (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 (e) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (f) |
| .. | 12 | 12 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (g) |
| 2 | 267 | 269 | 4 | 4 | 2 | 5 | .. | 1 | 6 | 10 | Total. |

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock, different classes of accidents and the number of passengers,

| Class of accident. | CLASS I | | | | | | | | | | |
|---|---|------------------|--------------------------|-------------|-----------|-------------------|-----------|----------------|-----------|--------------------------------|----------------------------------|
| | BENGAL-NAGPUR. | | | | | | | | | | |
| | Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total (Cols. 82 and 83.) | Passengers. | | Railway servants. | | Other persons. | | Total. | |
| | | | | Killed. | In-jured. | Killed. | In-jured. | Killed. | In-jured. | Killed. (Cols. 85, 87 and 89.) | In-jured. (Cols. 86, 88 and 90.) |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line. | .. | 24 | 24 | .. | .. | .. | .. | .. | .. | .. | .. |
| 5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 6. Collisions between light engines | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| 7. Derailments of passenger trains— | | | | | | | | | | | |
| (a) due to trains running in the wrong direction through points. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) other causes | 3 | 1 | 4 | .. | 57 | 2 | 5 | .. | .. | 2 | 62 |
| 8. Other derailments— | | | | | | | | | | | |
| (a) due to trains running in the wrong direction through points. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) other causes | 1 | 55 | 56 | .. | .. | .. | .. | .. | .. | .. | .. |
| 9. Failure of engines and rolling stock— | | | | | | | | | | | |
| (a) failures of engines due to faulty design, material or workmanship in the Mechanical Department— | | | | | | | | | | | |
| (1) boilers and tubes | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) machinery, springs, etc. | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff— | | | | | | | | | | | |
| (1) boilers and tubes | .. | 69 | 69 | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) other causes | .. | 77 | 77 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The failure of tyres | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Ditto wheels | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto axles | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Ditto brake apparatus | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto couplings and draft gear | .. | 120 | 120 | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Other Rolling Stock failures | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 10. Failure of permanent-way— | | | | | | | | | | | |
| (a) Broken rails | .. | 35 | 35 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11. Fires— | | | | | | | | | | | |
| (a) Fire in trains | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Fire at stations, or involving injury to bridges or viaducts. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 12. Other accidents— | | | | | | | | | | | |
| (a) Passenger trains running in the wrong direction through points but not derailed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Trains running over cattle on the line | .. | 163 | 163 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line (other than those at level-crossings). | .. | 17 | 17 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Trains running over obstructions or vehicles at level crossing. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Train-wrecking | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Attempted train wrecking | .. | 12 | 12 | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Miscellaneous | .. | 28 | 28 | .. | 1 | .. | 3 | .. | 2 | .. | 6 |
| Total | 4 | 610 | 614 | .. | 58 | 2 | 8 | .. | 2 | 2 | 68 |

DIX D (iii)—*contd.*
permanent-way, etc., during the year 1935-36 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—*contd.*

BOMBAY, BARODA AND CENTRAL INDIA.

| Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1900. | Other accidents. | Total. (Cols. 93 and 94.) | Passengers. | | Railway servants. | | Other persons. | | Total | | Serial No. of Class of Accidents. (See column No. 81.) |
|---|------------------|------------------------------|-------------|----------|-------------------|----------|----------------|----------|------------------------------------|-------------------------------------|--|
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. (Cols. 98, 99 and 100.) | Injured. (Cols. 97, 99 and 101.) | |
| | | | | | | | | | | | |
| 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 | 104 |
| .. | 2 | 2 | .. | .. | 1 | 1 | .. | .. | 1 | 1 | 1 |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| .. | 15 | 15 | .. | .. | .. | .. | .. | .. | .. | .. | 7 (a) |
| .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 7 (b) |
| .. | 29 | 29 | .. | .. | .. | .. | .. | .. | .. | .. | 8 (a) |
| .. | 584 | 584 | .. | .. | .. | .. | .. | .. | .. | .. | 8 (b) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) |
| .. | 33 | 33 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) |
| .. | 30 | 30 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) 1 |
| .. | 83 | 83 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) 2 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (c) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (e) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (f) |
| .. | 160 | 160 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (g) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (h) |
| .. | 62 | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (a) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (b) |
| .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (c) |
| .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (d) |
| .. | 8 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | 11 (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 (a) |
| .. | 799 | 799 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (b) |
| .. | 8 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 (e) |
| .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (f) |
| .. | 16 | 16 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (g) |
| .. | 1,857 | 1,857 | .. | .. | 1 | 1 | .. | .. | 1 | 1 | Total. |

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

| Class of accident. | O L A S S I | | | | | | | | | | |
|---|---|------------------|----------------------------|------------|-----------|-------------------|-----------|----------------|-----------|-----------------------------------|-------------------------------------|
| | BURMA. | | | | | | | | | | |
| | Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. (Cols. 106 and 107) | Passengers | | Railway servants. | | Other persons. | | Total. | |
| | | | | Killed. | In-jured. | Killed. | In-jured. | Killed. | In-jured. | Killed. (Cols. 109, 111 and 113.) | In-jured. (Cols. 110, 112 and 114.) |
| 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 | 116 |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 6. Collisions between light engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 7. Derailments of passenger trains— | | | | | | | | | | | |
| (a) due to trains running in the wrong direction through points. | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) other causes | 3 | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| 8. Other derailments— | | | | | | | | | | | |
| (a) due to trains running in the wrong direction through points. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) other causes | .. | 14 | 14 | .. | .. | .. | .. | .. | .. | .. | .. |
| 9. Failure of engines and rolling stock— | | | | | | | | | | | |
| (a) failure of engines due to faulty design, material or workmanship in the Mechanical Department— | | | | | | | | | | | |
| (1) boilers and tubes | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) machinery, springs, etc. | .. | 11 | 11 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff— | | | | | | | | | | | |
| (1) boilers and tubes. | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) other causes | .. | 31 | 31 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The failure of tyres | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Ditto wheels | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto axles | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Ditto brake apparatus | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto couplings and draft gear. | .. | *69 | 69 | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Other Rolling Stock failures | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 10. Failure of permanent-way— | | | | | | | | | | | |
| (a) Broken rails | .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way | 6 | 5 | 11 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| 11. Fires— | | | | | | | | | | | |
| (a) Fire in trains | .. | 9 | 9 | .. | .. | .. | 1 | .. | 2 | .. | 3 |
| (b) Fire at stations, or involving injury to bridges or viaducts. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 12. Other accidents— | | | | | | | | | | | |
| (a) Passenger trains running in the wrong direction through points but not derailed. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Trains running over cattle on the line | 6 | 497 | 503 | .. | .. | .. | 3 | .. | .. | .. | 3 |
| (c) Trains running over obstructions on the line (other than those at level crossings). | .. | 12 | 12 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Trains running over obstructions or vehicles at level crossings. | .. | 11 | 11 | .. | .. | .. | .. | 1 | 3 | 1 | 3 |
| (e) Train-wrecking | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Attempted train-wrecking | .. | 9 | 9 | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Miscellaneous | .. | 17 | 17 | .. | .. | .. | 6 | .. | .. | .. | 6 |
| Total | 16 | 700 | 716 | .. | .. | .. | 10 | 1 | 5 | 1 | 15 |

*Includes one failure in 1934-35 reported too late for inclusion in last return.

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1925-26 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

EASTERN BENGAL.

| Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 117 | Other accidents. 118 | Total. (Cols. 117 and 118.) 119 | Passengers. | | Railway servants. | | Other persons. | | Total. | | Serial No. of Class of Accidents. (See column No. 106.) 128 |
|---|--------------------------------|--|-------------|----------|----------------------|----------|-------------------|----------|--|---|--|
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. (Cols. 120, 122 and 124.) | Injured. (Cols. 121, 123 and 125.) | |
| | | | | | | | | | | | |
| | | | 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| 2 | .. | 2 | .. | 1 | 4 | 3 | .. | .. | 4 | 4 | 2 |
| 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 (a) |
| 14 | .. | 14 | 1 | 11 | .. | 4 | .. | .. | 1 | 15 | 7 (b) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 8 (a) |
| 1 | 21 | 22 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) |
| .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) 1 |
| .. | 13 | 13 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) 2 |
| .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) 1 |
| .. | 35 | 35 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) 2 |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (c) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (d) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (e) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (f) |
| .. | 110 | 110 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (g) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (h) |
| .. | 19 | 19 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (b) |
| 4 | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (d) |
| 6 | .. | 6 | .. | .. | .. | .. | .. | .. | .. | .. | 11 (a) |
| .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | 11 (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 (a) |
| .. | 140 | 140 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (b) |
| 11 | 3 | 14 | .. | .. | .. | .. | .. | 1 | .. | 1 | 12 (c) |
| 10 | 1 | 11 | .. | .. | .. | .. | 3 | 8 | 3 | 8 | 12 (d) |
| 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (e) |
| 14 | .. | 14 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (f) |
| 1 | 6 | 7 | .. | .. | .. | 2 | .. | .. | .. | 2 | 12 (g) |
| 65 | 372 | 437 | 1 | 12 | 4 | 9 | 3 | 9 | 8 | 30 | Total. |

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

| Class of accident. | EAST INDIAN | | | | | | | | | | |
|--|---|-------------------------------------|---|-------------|---------------|----------------------|---------------|-------------------|---------------|---|---|
| | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 130 | Other acci- dents. 131 | Total. (Cols. 130 and 131.) 132 | Passengers. | | Railway servants. | | Other persons. | | Total. | |
| | | | | Killed. | In- jured. | Killed. | In- jured. | Killed. | In- jured. | Killed. (Cols. 133, 135 and 137) | In jured. (Cols. 134, 136 and 138.) |
| | | | | | | | | | | | |
| 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | 1 | 1 | .. | 3 | .. | 2 | .. | .. | .. | 5 |
| 2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line. | .. | 2 | 2 | .. | 3 | .. | .. | .. | .. | .. | 3 |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed. | .. | 2 | 2 | .. | 2 | .. | 2 | .. | .. | .. | 4 |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line. | 1 | 25 | 26 | .. | .. | .. | 31 | .. | .. | .. | 31 |
| 5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. |
| 6. Collisions between light engines | .. | 15 | 15 | .. | .. | .. | 5 | .. | .. | .. | 5 |
| 7. Derailments of passenger trains— | | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Other causes | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| 8. Other derailments— | | | | | | | | | | | |
| (a) due to trains running in the wrong direction through points. | .. | 32 | 32 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) other causes | .. | 562 | 562 | .. | .. | 1 | 2 | .. | .. | 1 | 2 |
| 9. Failure of engines and rolling-stock— | | | | | | | | | | | |
| (a) failures of engines due to faulty design, materials or workmanship in the Mechanical Department— | | | | | | | | | | | |
| (1) boilers and tubes | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) machinery, springs, etc. | .. | 39 | 39 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff— | | | | | | | | | | | |
| (1) boilers and tubes | .. | 8 | 8 | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) other causes | .. | 185 | 185 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The failure of tyre | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Ditto wheels | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto axles | .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Ditto brake apparatus | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto couplings and draft gear | .. | 680 | 680 | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Other Rolling Stock failures | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| 10. Failure of permanent-way— | | | | | | | | | | | |
| (a) Broken rails | .. | 47 | 47 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | 1 | 1 | .. | .. | .. | .. | 1 | 2 | 1 | 2 |
| (c) The flooding of portions of permanent-way | 1 | 3 | 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| 11. Fires— | | | | | | | | | | | |
| (a) Fire in trains | .. | 6 | 6 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Fire at stations, or involving injury to bridges or viaducts. | .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. |
| 12. Other accidents— | | | | | | | | | | | |
| (a) Passenger trains running in the wrong direction through points but not derailed. | .. | 13 | 13 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Trains running over cattle on the line | .. | 1,175 | 1,175 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line (other than those at level crossings). | .. | 7 | 7 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Trains running over obstructions or vehicles at level crossings. | 2 | 6 | 8 | .. | .. | .. | .. | 6 | 24 | 6 | 24 |
| (e) Train wrecking | 1 | 1 | 2 | .. | .. | 1 | 4 | .. | .. | 1 | 4 |
| (f) Attempted train wrecking | 3 | 13 | 16 | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Miscellaneous | .. | 71 | 71 | .. | .. | .. | 4 | .. | .. | .. | 4 |
| Total | 8 | 2,920 | 2,928 | .. | 8 | 2 | 60 | 7 | 26 | 9 | 84 |

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1935 36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

| GREAT INDIAN PENINSULA. | | | | | | | | | | | |
|---|------------------|--------------------------------|-------------|----------|-------------------|----------|----------------|----------|--------------------------------------|--|---|
| Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. (Cols. 141 and 142.) | Passengers. | | Railway servants. | | Other persons. | | Total. | | Serial No. of Class of Accidents. (See column No. 129.) |
| 141 | 142 | 143 | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. (Cols. 144, 146 and 148.) | Injured. (Cols. 145, 147, and 149.) | 152 |
| .. | 6 | 6 | .. | .. | .. | 2 | .. | .. | .. | 2 | 1 |
| 1 | 10 | 11 | .. | .. | .. | 4 | .. | .. | .. | 4 | 2 |
| .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| 1 | 16 | 17 | .. | .. | 1 | 8 | .. | 1 | 1 | 9 | 4 |
| .. | 63 | 63 | .. | .. | .. | 4 | .. | 1 | .. | 5 | 5 |
| .. | 15 | 15 | .. | .. | .. | 8 | .. | .. | .. | 8 | 6 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 (a) |
| .. | 18 | 18 | .. | .. | .. | 2 | .. | .. | .. | 2 | 7 (b) |
| .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | 8 (a) |
| .. | 430 | 430 | .. | .. | .. | 1 | .. | .. | .. | 1 | 8 (b) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) 1 |
| .. | 55 | 55 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) 2 |
| .. | 25 | 25 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) 1 |
| .. | *629 | 629 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) 2 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (c) |
| .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (e) |
| .. | 403 | 403 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (f) |
| .. | 33 | 33 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (g) |
| .. | 29 | 29 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (h) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (b) |
| .. | 6 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (d) |
| .. | 91 | 91 | .. | .. | .. | .. | .. | .. | .. | .. | 11 (a) |
| .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | 11 (b) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (a) |
| .. | 1,441 | 1,441 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (b) |
| .. | 11 | 11 | .. | .. | .. | 1 | .. | .. | .. | 1 | 12 (c) |
| 1 | 8 | 9 | .. | .. | .. | .. | 1 | 1 | 1 | 1 | 12 (d) |
| .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (e) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (f) |
| .. | 43 | 43 | .. | 1 | .. | .. | .. | .. | .. | 1 | 12 (g) |
| 3 | 3,357 | 3,360 | .. | 1 | 1 | 30 | 1 | 3 | 2 | 34 | Total. |

MORACs.

* Includes 384 Electrical Multiple units failures on suburban service.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

| Class of accidents. | C L A S S | | | | | | | | | | |
|--|---|---------------------------------|--|-------------|---------------|----------------------|---------------|-------------------|---------------|---|---|
| | JOURNAL | | | | | | | | | | |
| | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 154 | Other acci- dents. 155 | Total. (Cols. 154 & 155.) 156 | Passengers. | | Railway servants. | | Other persons. | | Total. | |
| | | | | Killed. | In- jured. | Killed. | In- jured. | Killed. | In- jured. | Killed. (Cols. 157, 159 & 161.) 163 | In- jured. (Cols. 158, 160 & 162.) 164 |
| 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 | 161 | 162 | 163 | 164 |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 6. Collisions between light engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 7. Derailments of passenger trains-- (a) Due to trains running in the wrong direction through points. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Other causes | 8 | .. | 8 | .. | .. | .. | 4 | .. | .. | .. | 4 |
| 8. Other derailments-- (a) due to trains running in the wrong direction through points. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) other causes | 1 | 4 | 5 | .. | .. | .. | .. | .. | 1 | .. | 1 |
| 9. Failure of engines and rolling-stock-- (a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department-- (1) boilers and tubes | .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) machinery, springs, etc. | .. | 13 | 15 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Failures of engines due to faulty material, workmanship or operation arising from the working of running staff-- (1) boilers and tubes | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) other causes | .. | 15 | 15 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The failure of tyres | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Ditto wheels | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto axles | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Ditto brake apparatus | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto couplings and draft gear | .. | 14 | 14 | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Other Rolling Stock failures | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 10. Failure of permanent-way-- (a) Broken rails | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way | 5 | 2 | 7 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11. Fires-- (a) Fire in trains | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Fire at stations, or involving injury to bridges or viaducts. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 12. Other accidents-- (a) Passenger trains running in the wrong direction through points but not derailed. | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Trains running over cattle on the line | .. | 107 | 107 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line (other than those at level crossings). | .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Trains running over obstructions or vehicles at level crossings. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Train-wrecking | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Attempted train-wrecking | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Miscellaneous | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | 14 | 175 | 189 | .. | .. | .. | 4 | .. | 1 | .. | 5 |

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

| RAILWAYS—contd. | | | | | | | | | | | |
|---|--------------------------------|--|--------------------|---------------------|----------------------|---------------------|--------------------|---------------------|--|---|--|
| MADRAS AND SOUTHERN MAHRATTA. | | | | | | | | | | | |
| Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 165 | Other accidents. 166 | Total. (Cols. 165 & 166). 167 | Passengers. | | Railway servants. | | Other persons. | | Total. | | Serial No. of Class of Accidents. (See column No. 153.) 176 |
| | | | Killed. 168 | Injured. 169 | Killed. 170 | Injured. 171 | Killed. 172 | Injured. 173 | Killed. (Cols. 168, 170 & 172.) 174 | Injured. (Cols. 169, 171 & 173.) 175 | |
| | | | | | | | | | | | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| 1 | 11 | 12 | .. | .. | 1 | .. | .. | .. | 1 | .. | 4 |
| .. | — | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| .. | 2 | 2 | .. | .. | .. | 1 | .. | .. | .. | 1 | 6 |
| 5 | .. | 5 | .. | .. | .. | .. | .. | .. | .. | .. | 7 (a) |
| 2 | .. | 2 | .. | 2 | .. | 1 | .. | .. | .. | 3 | 7 (b) |
| .. | 17 | 17 | .. | .. | .. | .. | .. | .. | .. | .. | 8 (a) |
| .. | 7 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | 8 (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) 1 |
| .. | 32 | 32 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) 2 |
| .. | 25 | 25 | .. | .. | .. | .. | .. | .. | .. | .. | (b) 1 |
| .. | 52 | 52 | .. | .. | .. | .. | .. | .. | .. | .. | (b) 2 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (d) |
| 2 | 9 | 11 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (e) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (f) |
| 1 | 20 | 21 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (g) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (h) |
| .. | 28 | 28 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (b) |
| 9 | .. | 9 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (d) |
| 4 | 12 | 16 | .. | .. | .. | .. | .. | .. | .. | .. | 11 (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 (b) |
| .. | 7 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (a) |
| .. | 990 | 990 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 (c) |
| 7 | 1 | 8 | .. | .. | .. | .. | 2 | .. | 2 | .. | 12 (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 (e) |
| 19 | .. | 19 | .. | .. | .. | .. | — | .. | .. | .. | 12 (f) |
| .. | 4 | 4 | .. | .. | .. | 1 | .. | .. | .. | 1 | 12 (g) |
| 80 | 1,220 | 1,270 | .. | 2 | 1 | 3 | 2 | .. | 3 | 5 | Total. |

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, railway

| Class of accident. | O L A S S I | | | | | | | | | | |
|--|--|---------------------------------|---|-------------|---------------|----------------------|---------------|-------------------|---------------|---|--|
| | NIZAM'S STATE. | | | | | | | | | | |
| | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 178 | Other acci- dents. 179 | Total. (Cols. 178 & 179.) 180 | Passengers. | | Railway servants. | | Other persons. | | Total. | |
| | | | | Killed. | In- jured. | Killed. | In- jured. | Killed. | In- jured. | Killed. (Cols. 181, 183 & 185.) 187 | In- jured (Cols. 182, 184 & 186.) 188 |
| 177 | | | | 181 | 182 | 183 | 184 | 185 | 186 | | |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| 5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 6. Collisions between light engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 7. Derailments of passenger trains— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (a) due to trains running in the wrong direction through points. | 2 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) other causes | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 8. Other derailments— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (a) due to trains running in the wrong direction through points. | .. | 1 | 1 | .. | .. | .. | 2 | .. | .. | .. | 2 |
| (b) other causes | .. | 16 | 16 | .. | .. | .. | .. | .. | .. | .. | .. |
| 9. Failure of engines and rolling-stock— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (a) failures of engines due to faulty design, material or workmanship in the Mechanical Department— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (1) boilers and tubes. | .. | 0 | 0 | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) machinery, springs, etc. | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (1) boilers and tubes. | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) other causes | .. | 37 | 37 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The failure of tyres | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Ditto wheels | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto axles | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Ditto brake apparatus | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto couplings and draft gear. | .. | 73 | 73 | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Other Rolling Stock failures | .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| 10. Failure of permanent-way— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (a) Broken rails | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | .. | 8 | 8 | .. | .. | .. | .. | .. | .. | .. | .. |
| 11. Fires— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (a) Fire in trains | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Fire at stations, or involving injury to bridges or viaducts. | .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. |
| 12. Other accidents— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (a) Passenger trains running in the wrong direction through points but not derailed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Trains running over cattle on the line | .. | 265 | 265 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line (other than those at level crossings). | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Trains running over obstructions or vehicles at level crossings. | 2 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Train wrecking. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Attempted train wrecking | 3 | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Miscellaneous | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | 8 | 431 | 439 | .. | .. | .. | 2 | .. | .. | .. | 2 |

DIX* D (iii)—*contd.*

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

| NORTH WESTERN. | | | | | | | | | | | |
|---|------------------|--------------------------------|-------------|----------|-------------------|----------|----------------|----------|------------------------------------|---------------------------------------|---|
| Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. (Cols. 189 and 190.) | Passengers. | | Railway servants. | | Other persons. | | Total. | | Serial No. of class of accidents, (See column No. 177.) |
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. (Cols. 192, 194 & 196.) | Injured. (Cols. 193, 195 and 197.) | |
| 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 |
| 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| 8 | .. | 3 | .. | .. | .. | 1 | .. | .. | .. | 1 | 2 |
| 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| .. | 1 | 1 | .. | .. | .. | .. | 1 | .. | 1 | .. | 4 |
| .. | 1 | 1 | .. | .. | .. | 1 | .. | .. | .. | 1 | 5 |
| .. | 2 | 2 | .. | .. | .. | 3 | .. | .. | .. | 3 | 6 |
| 5 | .. | 5 | .. | .. | .. | .. | .. | .. | .. | .. | 7 (a) |
| 31 | 1 | 32 | .. | .. | .. | .. | .. | .. | .. | .. | 7 (b) |
| .. | 295 | 295 | .. | .. | .. | .. | .. | .. | .. | .. | 8 (a) |
| .. | 757 | 757 | .. | .. | .. | .. | .. | .. | .. | .. | 8 (b) |
| .. | 44 | 44 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) 1 |
| .. | 8 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) 2 |
| .. | 60 | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) 1 |
| .. | *88 | 88 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) 2 |
| 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (d) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (e) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (f) |
| .. | 73 | 73 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (g) |
| .. | 279 | 279 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (h) |
| .. | 49 | 49 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (b) |
| .. | 19 | 19 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (c) |
| 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (d) |
| 1 | 3 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 11 (a) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 11 (b) |
| .. | 7 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (a) |
| .. | 861 | 861 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (b) |
| 2 | 19 | 21 | .. | .. | 3 | 1 | .. | .. | 3 | 1 | 12 (c) |
| 12 | 5 | 17 | .. | .. | .. | .. | 4 | 11 | 4 | 11 | 12 (d) |
| 1 | 1 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (e) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (f) |
| .. | 53 | 53 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (g) |
| 59 | 2,640 | 2,699 | .. | .. | 3 | 6 | 5 | 11 | 8 | 17 | Total. |

* Includes one failure of rail motor and five of steam coaches.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, railway

| Class of accident. | CLASS I | | | | | | | | | | |
|---|---|------------------|---------------------------|-------------|-----------|-------------------|-----------|----------------|-----------|---------------------------------|----------------------------------|
| | ROHILKUND AND KUMAON. | | | | | | | | | | |
| | Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. (Cols. 202 & 203.) | Passengers. | | Railway servants. | | Other persons. | | Total. | |
| | | | | Killed. | In-jured. | Killed. | In-jured. | Killed. | In-jured. | Killed. (Cols. 206, 207 & 209.) | In-jured. (Cols. 208, 208 & 210) |
| | | | | | | | | | | | |
| 201 | 202 | 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 | 211 | 212 |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line. | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| 5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 6. Collisions between light engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 7. Derailments of passenger trains— | | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Other causes | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| 8. Other derailments— | | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Other causes | 3 | 10 | 13 | .. | .. | .. | .. | .. | .. | .. | .. |
| 9. Failure of engines and rolling stock— | | | | | | | | | | | |
| (a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department— | | | | | | | | | | | |
| (1) boilers and tubes | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) machinery, springs, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff— | | | | | | | | | | | |
| (1) boilers and tubes. | .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) other causes | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The failure of tyres | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Ditto wheels | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto axles | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Ditto brake apparatus | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto couplings and draft gear. | .. | 13 | 13 | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Other rolling stock failures | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| 10. Failure of permanent-way— | | | | | | | | | | | |
| (a) Broken rails | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11. Fires— | | | | | | | | | | | |
| (a) Fire in trains | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Fire at stations, or involving injury to bridges or viaducts. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 12. Other accidents— | | | | | | | | | | | |
| (a) Passenger trains running in the wrong direction through points but not derailed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Trains running over cattle on the line | .. | 81 | 81 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line (other than those at level crossings). | .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Trains running over obstructions or vehicles at level crossings. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Train wrecking | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Attempted train-wrecking | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Miscellaneous | 1 | 14 | 15 | .. | .. | .. | 1 | .. | .. | .. | 1 |
| Total | 7 | 135 | 142 | .. | .. | .. | 1 | .. | .. | .. | 1 |

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

| RAILWAYS—contd. | | | | | | | | | | | |
|---|--------------------------------|--|-------------|----------|----------------------|----------|-------------------|---------|---|--|--|
| SOUTH INDIAN. | | | | | | | | | | | |
| Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 213 | Other accidents. 214 | Total. (Cols. 213 and 214.) 215 | Passengers. | | Railway servants. | | Other persons. | | Total. | | Serial No. of class of accidents. (See column No. 201.) 224 |
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured | Killed. (Cols. 216, 218 & 220.) 222 | Injured. (Cols. 217, 219 and 221.) 223 | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 (a) |
| 4 | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 7 (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 (a) |
| .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 8 (b) |
| .. | 7 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) 1 |
| .. | 67 | 67 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) 2 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) 1 |
| .. | 43 | 43 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (d) |
| 6 | 1 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (e) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (f) |
| 46 | 129 | 175 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (g) |
| .. | 107 | 107 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (h) |
| 11 | .. | 11 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (b) |
| 3 | 3 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (c) |
| 2 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (d) |
| 2 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 11 (a) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 11 (b) |
| 15 | .. | 15 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (a) |
| .. | 2,223 | 2,223 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (b) |
| 22 | .. | 22 | .. | .. | .. | .. | .. | 1 | .. | 1 | 12 (c) |
| 7 | .. | 7 | .. | .. | .. | .. | 1 | 4 | 1 | 4 | 12 (d) |
| 2 | .. | 2 | .. | .. | .. | 6 | .. | .. | .. | 6 | 12 (e) |
| 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (f) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 (g) |
| 121 | 2,587 | 2,708 | .. | .. | .. | 6 | 1 | 5 | 1 | 11 | Total. |

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers,

| Class of accident. | TOTAL CLASS I | | | | | | | | |
|---|---|--------------------------|---------------------------------|-------------|----------|-------------------|----------|----------------|----------|
| | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 226 | Other acci- dents. | Total. (Cols. 226 & 227.) | Passengers. | | Railway servants. | | Other persons. | |
| | | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | | | | | | | | | |
| 225 | 226 | 227 | 228 | 229 | 230 | 231 | 232 | 233 | 234 |
| 1. Collisions between passenger trains or parts of passenger trains. | 1 | 10 | 11 | .. | 3 | 1 | 5 | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | 8 | 14 | 22 | .. | 5 | 5 | 11 | .. | .. |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | 2 | 7 | 9 | .. | 2 | .. | 2 | .. | .. |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line. | 4 | 88 | 92 | .. | .. | 2 | 39 | 1 | 1 |
| 5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | 70 | 70 | .. | .. | .. | 5 | .. | 1 |
| 6. Collisions between light engines | .. | 37 | 37 | .. | .. | .. | 17 | .. | .. |
| 7. Derailments of passenger trains— | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | 13 | 19 | 32 | .. | .. | .. | .. | .. | .. |
| (b) Other causes | 66 | 36 | 102 | 1 | 70 | 2 | 16 | .. | .. |
| 8. Other derailments— | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | 1 | 388 | 389 | 4 | .. | 1 | 2 | .. | .. |
| (b) Other causes | 6 | 2,524 | 2,530 | .. | .. | 1 | 3 | .. | 1 |
| 9. Failure of engines and rolling stock— | | | | | | | | | |
| (a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department— | | | | | | | | | |
| (1) boilers and tubes | .. | 77 | 77 | .. | .. | .. | .. | .. | .. |
| (2) machinery, springs, etc. | .. | 283 | 283 | .. | .. | .. | .. | .. | .. |
| (b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff— | | | | | | | | | |
| (1) boilers and tubes | .. | 243 | 243 | .. | .. | .. | .. | .. | .. |
| (2) other causes | .. | 1,311 | 1,311 | .. | .. | .. | .. | .. | .. |
| (c) The failure of tyres | 1 | 10 | 11 | .. | .. | .. | .. | .. | .. |
| (d) Ditto wheels | .. | 4 | 4 | .. | .. | .. | .. | .. | .. |
| (e) Ditto axles | 8 | 24 | 32 | .. | .. | .. | .. | .. | .. |
| (f) Ditto brake apparatus | .. | 8 | 8 | .. | .. | .. | .. | .. | .. |
| (g) Ditto couplings and draft gear | 47 | 1,952 | 1,999 | .. | 3 | .. | .. | .. | .. |
| (h) Other rolling stock failures | .. | 426 | 426 | .. | .. | .. | .. | .. | .. |
| 10. Failure of permanent-way— | | | | | | | | | |
| (a) Broken rails | 11 | 293 | 304 | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts culverts, etc. | .. | 2 | 2 | .. | .. | .. | .. | 1 | 2 |
| (c) The flooding of portions of permanent-way. | 28 | 46 | 74 | .. | .. | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | 3 | 29 | 32 | .. | .. | .. | .. | .. | .. |
| 11. Fires— | | | | | | | | | |
| (a) Fire in trains | 13 | 136 | 149 | .. | .. | .. | 3 | .. | 2 |
| (b) Fire at stations, or involving injury to bridges or viaducts. | .. | 58 | 58 | .. | .. | .. | .. | .. | .. |
| 12. Other accidents— | | | | | | | | | |
| (a) Passenger trains running in the wrong direction through points but not derailed. | 15 | 34 | 49 | .. | .. | .. | .. | .. | .. |
| (b) Trains running over cattle on the line | 6 | 8,973 | 8,979 | .. | .. | .. | 3 | .. | .. |
| (c) Trains running over obstructions on the line (other than those at level-crossings). | 36 | 90 | 126 | .. | .. | 3 | 2 | .. | 2 |
| (d) Trains running over obstructions or vehicles at level-crossings. | 41 | 37 | 78 | .. | .. | .. | .. | 18 | 52 |
| (e) Train-wrecking | 5 | 5 | 10 | .. | .. | 1 | 10 | .. | .. |
| (f) Attempted train-wrecking | 40 | 59 | 99 | .. | .. | .. | .. | .. | .. |
| (g) Miscellaneous | 2 | 265 | 267 | .. | 2 | .. | 17 | .. | 2 |
| Total | 357 | 17,558 | 17,915 | 5 | 85 | 16 | 135 | 20 | 63 |

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

| RAILWAYS—contd. | | CLASS II RAILWAYS. | | | | | | | | | | | | Serial No of class of accidents (See column No. 225.) |
|--|---|---|--------------------------|--------------------------------------|---|--------------------------|--------------------------------------|---|--------------------------|--------------------------------------|---|--------------------------|--------------------------------------|---|
| | | BARSI LIGHT. | | | BENGAL DOOARS | | | BHAVNAGAR STATE. | | | BIKANER STATE. | | | |
| Total. | | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 237 | Other acci- dents. | Total. (Cols. 237 and 238.) | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 240 | Other acci- dents. | Total. (Cols. 240 and 241.) | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 243 | Other acci- dents. | Total. (Cols. 243 and 244.) | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 246 | Other acci- dents. | Total. (Cols. 246 and 247.) | |
| Killed. (Cols. 229, 231 and 233.) | Injured. (Cols. 230, 232 and 234.) | | | | | | | | | | | | | |
| 235 | 236 | | | | | | | | | | | | | |
| 1 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| 5 | 16 | .. | .. | .. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | 2 |
| .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| 3 | 40 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| .. | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| .. | 17 | .. | .. | .. | .. | .. | .. | 1 | .. | 1 | .. | 1 | 1 | 6 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 (a) |
| 3 | 86 | 4 | .. | 4 | .. | .. | .. | .. | .. | .. | 6 | .. | 6 | 7 (b) |
| 5 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | 8 (a) |
| 1 | 4 | .. | 20 | 20 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | 8 | .. | .. | .. | 9 (a) 1 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | 13 | 13 | .. | .. | .. | 9 (a) 2 |
| .. | .. | .. | 4 | 4 | .. | 1 | 1 | .. | .. | .. | 2 | 1 | 3 | 9 (b) 1 |
| .. | .. | .. | 7 | 7 | .. | 4 | 4 | .. | .. | .. | 3 | 1 | 4 | 9 (b) 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (e) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (f) |
| .. | 3 | .. | 3 | 3 | .. | 1 | 1 | .. | .. | .. | 1 | .. | 1 | 9 (g) |
| .. | .. | .. | .. | .. | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | 9 (h) |
| 1 | 2 | 1 | 1 | 2 | .. | .. | .. | .. | .. | .. | .. | 4 | 4 | 10 (a) |
| .. | .. | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | 2 | 10 (c) |
| .. | 5 | .. | .. | .. | .. | .. | .. | 1 | .. | 1 | .. | .. | .. | 10 (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | .. | .. | .. | 11 (a) |
| .. | .. | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 (b) |
| .. | 3 | .. | 45 | 45 | .. | 4 | 4 | .. | 59 | 59 | .. | 57 | 57 | 12 (a) |
| .. | 4 | .. | 3 | 3 | .. | .. | .. | .. | 1 | 1 | .. | .. | .. | 12 (b) |
| 18 | 52 | .. | .. | .. | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | 12 (c) |
| 1 | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 (e) |
| .. | 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 4 | 5 | 12 (f) |
| 41 | 283 | 6 | 85 | 91 | 1 | 13 | 14 | 2 | 82 | 84 | 15 | 69 | 84 | Total. |

*Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers,*

| CLASS II | | | | | | | | | | | | |
|---|--|--------------------------|---|--|--------------------------|---|--|--------------------------|---|--|--------------------------|-----|
| Class of accident. | DARJEELING-HIMALAYAN. | | | DIBRU-SADIYA. | | | GAEKWAR'S BARODA STATE. | | | GON | | |
| | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. (Cols. 251 and 252.) | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. (Cols. 254 and 255.) | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. (Cols. 257 and 258.) | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | |
| | 250 | 251 | 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 | 260 | 261 |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 5. Collisions between light engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 7. Derailments of passenger trains— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (a) Due to trains running in the wrong direction through points. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Other causes | 105 | .. | 105 | .. | .. | .. | 1 | 1 | 2 | .. | .. | .. |
| 8. Other derailments— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| (a) Due to trains running in the wrong direction through points. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Other causes | 37 | .. | 37 | .. | .. | .. | .. | 18 | 18 | .. | .. | 11 |
| 9. Failure of engines and rolling-stock— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| (1) boilers and tubes | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) machinery, springs, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (1) boilers and tubes | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (2) other causes | .. | .. | .. | .. | 4 | 4 | .. | 26 | 26 | .. | .. | .. |
| (c) The failure of tyres | .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Ditto wheels | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto axles | .. | 8 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| (f) Ditto brake apparatus | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto couplings and draft gear. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Other Rolling Stock failures. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 10. Failure of permanent way— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| (a) Broken rails | .. | .. | .. | .. | .. | .. | .. | 11 | 11 | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent way | 4 | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | 3 | 31 | 34 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11. Fires— | .. | .. | .. | .. | .. | .. | .. | 5 | 5 | .. | .. | .. |
| (a) Fire in trains | .. | .. | .. | .. | .. | .. | .. | 5 | 5 | .. | .. | .. |
| (b) Fire at stations, or involving injury to bridges or viaducts. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 12. Other accidents— | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | .. | .. | .. |
| (a) Passenger trains running in the wrong direction through points but not derailed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Trains running over cattle on the line. | .. | 3 | 3 | .. | 22 | 22 | .. | 82 | 82 | .. | 14 | .. |
| (c) Trains running over obstructions on the line (other than those at level crossings). | .. | .. | .. | .. | .. | .. | .. | 44 | 44 | .. | 4 | .. |
| (d) Trains running over obstructions or vehicles at level crossings | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Train-wrecking | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Attempted train wrecking | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Miscellaneous | .. | .. | .. | .. | .. | .. | .. | 40 | 40 | .. | .. | 2 |
| Total | 149 | 49 | 198 | .. | 26 | 26 | 1 | 233 | 234 | .. | .. | 35 |

DLX D (iii)—contd.

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident

RAILWAYS—contd.

| DAL. | | JAMNAGAR AND DWARKA. | | JUNAGAD STATE. | | | MORVI. | | | Serial No. of class of accidents. (See columns No 250.) |
|-----------------------------------|--|--------------------------|-----------------------------------|---|--------------------------|-----------------------------------|---|--------------------------|--|---|
| Total. (Cols. 260 and 261.) | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890 263 | Other acci- dents. | Total. (Cols. 263 and 264.) | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 266 | Other acci- dents. | Total. (Cols. 266 and 267.) | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 269 | Other acci- dents. | Total (Cols. 269 and 270.) | |
| 262 | 263 | 264 | 265 | 266 | 267 | 268 | 269 | 270 | 271 | 272 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| .. | .. | .. | .. | .. | .. | .. | .. | 2 | 2 | b |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| .. | .. | .. | .. | .. | .. | .. | 1 | .. | 1 | 7 (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 (b) |
| 1 | .. | .. | .. | .. | .. | .. | .. | 5 | 5 | 8 (a) |
| 11 | .. | 7 | 7 | .. | .. | .. | .. | 4 | 4 | 8 (b) |
| 1 | .. | .. | .. | .. | 3 | 3 | .. | 2 | 2 | 9 (a) (1) |
| .. | .. | .. | .. | .. | .. | .. | .. | 4 | 4 | 9 (a) (2) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) (1) |
| .. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | 9 (b) (2) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (c) |
| 1 | .. | .. | .. | .. | 1 | 1 | .. | .. | .. | 9 (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (e) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (f) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (g) |
| .. | .. | .. | .. | .. | 7 | 7 | .. | .. | .. | 9 (h) |
| 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (b) |
| .. | .. | .. | .. | .. | .. | .. | 2 | .. | 2 | 10 (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | 12 (a) |
| 14 | .. | 36 | 36 | .. | 21 | 21 | 1 | 15 | 16 | 12 (b) |
| 4 | .. | .. | .. | .. | 2 | 2 | .. | .. | .. | 12 (c) |
| .. | .. | .. | .. | .. | 2 | 2 | .. | .. | .. | 12 (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 (e) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 (f) |
| 2 | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | 12 (g) |
| 35 | .. | 45 | 45 | .. | 36 | 36 | 4 | 33 | 37 | Total. |

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-different classes of accidents and the number of passengers,

| Class of accident. | CLASS II RAILWAYS. | | | | | | | | | TOTAL CLASS II | | |
|---|--|--------------------------|---|--|--------------------------|---|--|--------------------------|---|----------------------|---------------|---------|
| | MYSORE RAILWAYS. | | | SHAHNARA (DELHI). SAHARANPUR LIGHT. | | | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | | | Passengers. | | |
| | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. (Cols. 274 and 275.) | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. (Cols. 277 and 278.) | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. (Cols. 280 and 281.) | Railway servants. | | |
| | 274 | 275 | 276 | 277 | 278 | 279 | 280 | 281 | 282 | Killed. | In- jured. | Killed. |
| 273 | | | | | | | | | | 283 | 284 | 285 |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | .. | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | .. | .. | .. | .. | .. | .. | .. | 2 | 2 | .. | .. | .. |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | 2 | 2 | .. | .. | .. |
| 6. Collisions between light engines . . . | .. | .. | .. | .. | .. | .. | 1 | 1 | 2 | .. | .. | .. |
| 7. Derailments of passenger trains— | | | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | .. | .. | .. | .. | .. | .. | 1 | 1 | 1 | .. | .. | .. |
| (b) Other causes | .. | .. | .. | .. | .. | .. | 116 | 1 | 117 | .. | .. | .. |
| 8. Other Derailments— | | | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | .. | .. | .. | .. | .. | .. | .. | 7 | 7 | .. | .. | .. |
| (b) Other causes | .. | .. | .. | .. | 2 | 2 | 37 | 62 | 99 | .. | .. | .. |
| 9. Failure of engines and rolling-stock— | | | | | | | | | | | | |
| (a) failures of engines due to faulty design, material or workmanship in the Mechanical Department— | | | | | | | | | | | | |
| (1) boilers and tubes | .. | .. | .. | .. | 1 | 1 | .. | 15 | 15 | .. | .. | .. |
| (2) machinery, springs, etc. . . | .. | .. | .. | .. | 3 | 3 | .. | 20 | 20 | .. | .. | .. |
| (b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff | | | | | | | | | | | | |
| (1) boilers and tubes | .. | 3 | 3 | .. | .. | .. | 2 | 9 | 11 | .. | .. | .. |
| (2) other causes | .. | 5 | 5 | .. | .. | .. | 3 | 48 | 51 | .. | .. | .. |
| (c) The failure of tyres | .. | .. | .. | .. | .. | .. | .. | 5 | 5 | .. | .. | .. |
| (d) Ditto wheels | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto axles | .. | .. | .. | .. | 2 | 2 | .. | 12 | 12 | .. | .. | .. |
| (f) Ditto brake apparatus | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto couplings and draft gear. | .. | 10 | 10 | .. | 2 | 2 | 1 | 16 | 17 | .. | .. | .. |
| (h) Other Rolling Stock failures . . | .. | .. | .. | .. | .. | .. | .. | 9 | 9 | .. | .. | .. |
| 10. Failure of permanent way— | | | | | | | | | | | | |
| (a) Broken rails | .. | .. | .. | .. | 1 | 1 | .. | 17 | 17 | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | 1 | 1 | 2 | .. | .. | .. |
| (c) The flooding of portions of permanent-way. | .. | .. | .. | .. | .. | .. | 7 | .. | 7 | .. | .. | .. |
| (d) Slips in cuttings or embankments | .. | .. | .. | .. | .. | .. | 5 | 31 | 36 | .. | .. | .. |
| 11. Fires— | | | | | | | | | | | | |
| (a) Fire in trains | .. | .. | .. | .. | .. | .. | 1 | 5 | 6 | .. | .. | .. |
| (b) Fire at stations, or involving injury to bridges or viaducts. | .. | .. | .. | .. | .. | .. | .. | 6 | 6 | .. | .. | .. |
| 12. Other accidents— | | | | | | | | | | | | |
| (a) Passenger trains running in the wrong direction through points but not derailed. | .. | .. | .. | .. | 1 | 1 | .. | 5 | 5 | .. | .. | .. |
| (b) Trains running over cattle on the line | .. | 103 | 103 | .. | 2 | 2 | 1 | 463 | 464 | .. | .. | .. |
| (c) Trains running over obstructions on the line (other than those at level crossings). | .. | 1 | 1 | .. | 3 | 3 | .. | 58 | 58 | .. | .. | .. |
| (d) Trains running over obstructions or vehicles at level crossings. | .. | .. | .. | .. | .. | .. | 1 | 2 | 3 | .. | .. | .. |
| (e) Train-wrecking | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Attempted train-wrecking . . . | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Miscellaneous | .. | 2 | 2 | .. | .. | .. | 1 | 49 | 50 | .. | .. | .. |
| Total | .. | 124 | 124 | .. | 17 | 17 | 178 | 847 | 1,025 | .. | .. | .. |

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

| RAILWAYS. | | | | | TOTAL CLASS III RAILWAYS. | | | | | | | | | | | | Serial No. of class of accident. (See col. No. 273.) |
|-------------------|---------|----------------|--------------------------------------|--|---|------------------|--------------------------------|-------------|----------|-------------------|---------------|----------------|---------------|--------------------------------------|--|-----------|---|
| Railway servants. | | Other persons. | | Total. | Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. (Cols. 291 and 292.) | Passengers. | | Railway servants. | | Other persons. | | Total. | | | |
| In- jured. | Killed. | In- jured. | Killed. (Cols. 283, 285 and 287.) | In- jured. (Cols. 284, 286 and 288.) | | | | Killed. | Injured. | Killed. | In- jured. | Killed. | In- jured. | Killed. (Cols. 294, 296 and 298.) | In- jured. (Cols. 295, 297 and 299.) | | |
| | | | | | | | | | | | | | | | | 286 | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| .. | .. | .. | .. | .. | 14 | .. | 14 | .. | 2 | .. | .. | .. | 5 | .. | 7 | 2 | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | |
| .. | .. | .. | .. | .. | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 4 | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | |
| .. | .. | .. | .. | .. | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 7 (a) | |
| .. | .. | .. | .. | .. | 11 | 7 | 18 | .. | .. | .. | .. | .. | .. | .. | .. | 7 (b) | |
| .. | .. | .. | .. | .. | .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | 8 (a) | |
| .. | .. | .. | .. | .. | 5 | 42 | 47 | .. | .. | .. | .. | .. | .. | .. | .. | 8 (b) | |
| .. | .. | .. | .. | .. | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) (1) | |
| .. | .. | .. | .. | .. | .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a) (2) | |
| .. | .. | .. | .. | .. | .. | 6 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) (1) | |
| .. | .. | .. | .. | .. | .. | 17 | 17 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b) (2) | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (c) | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (d) | |
| .. | .. | .. | .. | .. | 5 | 3 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (e) | |
| .. | .. | .. | .. | .. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (f) | |
| .. | .. | .. | .. | .. | 3 | 6 | 9 | .. | .. | .. | .. | .. | .. | .. | .. | 9 (g) | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (h) | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (a) | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (b) | |
| .. | .. | .. | .. | .. | 2 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 10 (c) | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (d) | |
| .. | .. | .. | .. | .. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 11 (a) | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 (b) | |
| .. | .. | .. | .. | .. | 1 | 7 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (a) | |
| .. | 73 | 70 | 73 | 70 | 5 | 90 | 95 | .. | .. | .. | .. | 4 | .. | 4 | .. | 12 (b) | |
| .. | .. | .. | .. | .. | 3 | 14 | 17 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (c) | |
| .. | 1 | .. | 1 | .. | 1 | 3 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (d) | |
| .. | .. | .. | .. | .. | .. | 1 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 12 (e) | |
| .. | .. | .. | .. | .. | 2 | 6 | 8 | .. | .. | .. | .. | .. | 1 | .. | 1 | 12 (f) | |
| .. | 74 | 70 | 74 | 70 | 54 | 220 | 274 | .. | 2 | .. | .. | 4 | 6 | 4 | 8 | Total. | |

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
distinguishing between the different classes of accidents and the number of passengers, railway

| Class of accident. | TOTAL ALL | | | | | | | | | |
|---|---|-----------------|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | | Other accidents. | | Total. | | Passengers | | | |
| | | | | | | | Killed. | | Injured. | |
| | 1935-36. 304 | 1934-35. 305 | 1935-36. 306 | 1934-35. 307 | 1935-36. 308 | 1934-35. 309 | 1935-36. 310 | 1934-35. 311 | 1935-36. 312 | 1934-35. 313 |
| 303 | | | | | | | | | | |
| 1. Collisions between passenger trains or parts of passenger trains. | 1 | 1 | 11 | 6 | 12 | 7 | .. | .. | 3 | 1 |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | 22 | 19 | 16 | 13 | 38 | 32 | .. | .. | 7 | 16 |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | 2 | .. | 7 | 8 | 9 | 8 | .. | .. | 2 | .. |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line. | 5 | 5 | 88 | 77 | 93 | 82 | .. | .. | .. | .. |
| 5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | 2 | 72 | 49 | 72 | 51 | .. | .. | .. | .. |
| 6. Collisions between light engines | 1 | .. | 38 | 33 | 39 | 33 | .. | .. | .. | .. |
| 7. Derailments of passenger trains— | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | 14 | 10 | 22 | 28 | 36 | 38 | .. | .. | .. | .. |
| (b) Other causes | 193 | 161 | 44 | 75 | 237 | 236 | 1 | .. | 70 | 16 |
| 8. Other derailments— | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | 1 | 6 | 400 | 418 | 401 | 424 | 4 | .. | .. | .. |
| (b) Other causes | 48 | 40 | 2,628 | 2,753 | 2,676 | 2,793 | .. | .. | .. | 1 |
| 9. Failure of engines and rolling stock— | | | | | | | | | | |
| (a) failure of engines due to faulty design, material or workmanship in the Mechanical Department— | | | | | | | | | | |
| (1) boilers and tubes | .. | .. | 95 | 115 | 95 | 115 | .. | .. | .. | .. |
| (2) machinery, springs, etc. | .. | .. | 308 | 441 | 308 | 441 | .. | .. | .. | .. |
| (b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff— | | | | | | | | | | |
| (1) boilers and tubes | 2 | .. | 258 | 224 | 260 | 224 | .. | .. | .. | .. |
| (2) other causes | 3 | .. | 1,376 | 1,182 | 1,379 | 1,182 | .. | .. | .. | .. |
| (c) The failure of tyres | 1 | .. | 15 | 27 | 16 | 27 | .. | .. | .. | .. |
| (d) Ditto wheels | .. | 1 | 4 | 5 | 4 | 6 | .. | .. | .. | .. |
| (e) Ditto axles | 13 | 8 | 39 | 43 | 52 | 51 | .. | .. | .. | .. |
| (f) Ditto brake apparatus | .. | .. | 9 | 15 | 9 | 15 | .. | .. | .. | .. |
| (g) Ditto couplings and draft gear | 51 | 42 | 1,974 | 1,987 | 2,025 | 2,029 | .. | .. | 3 | .. |
| (h) Other Rolling Stock failures | .. | 4 | 435 | 744 | 435 | 748 | .. | .. | .. | .. |
| 10. Failure of Permanent way— | | | | | | | | | | |
| (a) Broken rails | 11 | 6 | 310 | 317 | 321 | 323 | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | 1 | 1 | 3 | 4 | 4 | 5 | .. | 9 | .. | 4 |
| (c) The flooding of portions of permanent way. | 37 | 12 | 46 | 95 | 83 | 107 | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | 8 | 33 | 60 | 19 | 68 | 52 | .. | .. | .. | 7 |
| 11. Fires— | | | | | | | | | | |
| (a) Fire in trains | 14 | 12 | 142 | 170 | 156 | 182 | .. | 2 | .. | 5 |
| (b) Fire at stations, or involving injury to bridges or viaducts. | .. | 1 | 64 | 32 | 64 | 33 | .. | .. | .. | .. |
| 12. Other accidents— | | | | | | | | | | |
| (a) Passenger trains running in the wrong direction through points but not derailed. | 16 | 18 | 46 | 54 | 62 | 72 | .. | .. | .. | .. |
| (b) Trains running over cattle on the line | 12 | 6 | 9,526 | 9,356 | 9,538 | 9,362 | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line (other than those at level crossings). | 39 | 43 | 162 | 146 | 201 | 189 | .. | 3 | .. | 5 |
| (d) Trains running over obstructions or vehicles at level crossings. | 43 | 39 | 42 | 34 | 85 | 73 | .. | .. | .. | 1 |
| (e) Train-wrecking | 5 | 3 | 5 | 14 | 10 | 17 | .. | 1 | .. | 10 |
| (f) Attempted train-wrecking | 41 | 44 | 60 | 63 | 101 | 107 | .. | .. | .. | .. |
| (g) Miscellaneous | 5 | 9 | 320 | 306 | 325 | 315 | .. | .. | 2 | 8 |
| Total | 589 | 526 | 18,625 | 18,653 | 19,214 | 19,379 | 5 | 15 | 87 | 74 |

DIX. D (iii)—concl'd.

stock, permanent-way, etc., during the years 1934-35 and 1935-36 on all railways open for traffic.
servants and other persons, killed or injured in each class of accident.

RAILWAYS.

| Railway servants. | | | | Other persons. | | | | Grand Total. | | | | Serial No. of class of accident. (See column No. 303.) |
|-------------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|-----------------|--|--|---|--|--|
| Killed. | | Injured. | | Killed. | | Injured. | | Killed. | | Injured. | | |
| | | | | | | | | | | | | |
| 1935-36. 314 | 1934-35. 315 | 1935-36. 316 | 1934-35. 317 | 1935-36. 318 | 1934-35. 319 | 1935-36 320 | 1934-35. 321 | (Cols. 310, 314 and 318.) 1935-36. 322 | (Cols. 311, 315 and 319.) 1934-35. 323 | (Cols. 312, 316 and 320.) 1935-36 324 | (Cols. 313, 317 and 321.) 1934-35. 325 | |
| 1 | .. | 5 | 4 | .. | .. | .. | .. | 1 | .. | 8 | 5 | 1 |
| 5 | .. | 11 | 11 | .. | .. | 5 | 1 | 5 | .. | 23 | 28 | 2 |
| .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | 4 | .. | 3 |
| 2 | .. | 39 | 21 | 1 | 1 | 1 | 1 | 3 | 1 | 40 | 22 | 4 |
| .. | 1 | 5 | 2 | . | 2 | 1 | .. | .. | 3 | 6 | 2 | 5 |
| .. | .. | 17 | 13 | .. | .. | .. | .. | .. | .. | 17 | 13 | 6 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 (a) |
| 2 | .. | 16 | 14 | .. | .. | .. | .. | 3 | .. | 86 | 30 | 7 (b) |
| 1 | .. | 2 | 5 | .. | .. | .. | .. | 5 | .. | 2 | 5 | 8 (a) |
| 1 | 1 | 3 | 8 | .. | 1 | 1 | .. | 1 | 2 | 4 | 9 | 8 (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (a)(1) 9 (a)(2) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (b)(1) 9 (b)(2) 9 (c) |
| .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 1 | 9 (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (e) |
| .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | 2 | 9 (f) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 (g) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | 9 (h) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (a) |
| .. | 4 | .. | 1 | 1 | .. | 2 | .. | 1 | 13 | 2 | 5 | 10 (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 (c) |
| .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 8 | 10 (d) |
| .. | .. | 3 | 2 | .. | .. | 2 | .. | .. | 2 | 5 | 7 | 11 (a) |
| .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 1 | 11 (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 (a) |
| .. | .. | 3 | .. | 77 | 14 | 70 | 19 | 77 | 14 | 73 | 19 | 12 (b) |
| 3 | 1 | 2 | 1 | .. | .. | 2 | 1 | 3 | 4 | 4 | 7 | 12 (c) |
| .. | .. | .. | .. | 19 | 7 | 52 | 11 | 19 | 7 | 52 | 12 | 12 (d) |
| 1 | 1 | 10 | 4 | .. | .. | .. | .. | 1 | 2 | 10 | 14 | 12 (e) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 (f) |
| .. | 2 | 17 | 16 | .. | 7 | 3 | 9 | .. | 9 | 22 | 33 | 12 (g) |
| 16 | 10 | 135 | 107 | 98 | 32 | 139 | 42 | 119 | 57 | 361 | 223 | Total. |

Number of persons killed or injured during the year 1935-36 on all railways open for traffic, distinguishing movement of vehicles used exclusively

| Class of accident. | CLASS I RAILWAYS. | | | | | | | | CLASS II RAILWAYS. | | | | | | | |
|---|-------------------|---------------|----------------------|---------------|-------------------|---------------|--|--|--------------------|---------------|----------------------|---------------|-------------------|---------------|--|---|
| | PASSEN- GERS. | | RAILWAY SERVANTS. | | OTHER PERSONS. | | TOTAL. | | PASSEN- GERS. | | RAILWAY SERVANTS. | | OTHER PERSONS. | | TOTAL. | |
| | Killed. | In- jured. | Killed. | In- jured. | Killed. | In- jured. | Killed. | In- jured. | Killed. | In- jured. | Killed. | In- jured. | Killed. | In- jured. | Killed. | In- jured. |
| | | | | | | | (Cols. 328, 330 and 332.) 334 | (Cols. 329, 331 and 333.) 335 | | | | | | | (Cols. 336, 338 and 340.) 342 | (Cols. 337, 339, and 341.) 343 |
| 327 | 328 | 329 | 330 | 331 | 332 | 333 | | | 336 | 337 | 338 | 339 | 340 | 341 | | |
| 1. Ascending or descending steps at stations. | .. | 5 | .. | 7 | .. | .. | .. | 12 | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. Being struck by barrows, falling over packages, etc., on platform. | .. | .. | .. | 22 | .. | 1 | .. | 23 | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. Falling off platforms | 1 | 1 | .. | 4 | .. | .. | 1 | 5 | .. | .. | .. | .. | .. | .. | .. | .. |
| 4. Loading, unloading or shunting wagons. | .. | .. | 4 | 791 | 1 | 11 | 5 | 802 | .. | .. | .. | .. | .. | .. | .. | .. |
| 5. Moving or carrying goods at stations, etc. | .. | .. | .. | 231 | .. | 3 | .. | 234 | .. | .. | .. | .. | .. | .. | .. | .. |
| 6. Working at cranes or capstans. | .. | .. | 2 | 80 | .. | .. | 2 | 80 | .. | .. | .. | .. | .. | .. | .. | .. |
| 7. Falling off wagon doors, lamps, bales of goods, etc. | .. | .. | .. | 272 | .. | 6 | .. | 278 | .. | .. | .. | .. | .. | .. | .. | .. |
| 8. Falling off, or getting on or off, stationary engines or vehicles. | .. | .. | 2 | 284 | .. | 1 | 2 | 285 | .. | .. | .. | .. | .. | .. | .. | .. |
| 9. Falling off platforms, ladders, scaffolds, etc. | .. | 1 | 5 | 141 | 5 | 11 | 10 | 153 | .. | .. | .. | 1 | 2 | .. | 2 | 1 |
| 10. Stumbling whilst walking on the line or platforms. | .. | 8 | .. | 143 | 7 | 15 | 7 | 166 | .. | .. | .. | .. | .. | .. | .. | .. |
| 11. Attending to stationary engines in sheds. | .. | .. | .. | 1,769 | .. | .. | .. | 1,769 | .. | .. | .. | .. | .. | .. | .. | .. |
| 12. Being trampled on or kicked by horses. | .. | .. | .. | 3 | .. | .. | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| 13. Working on the line or insidings. | .. | .. | 1 | 985 | 1 | 5 | 2 | 990 | .. | .. | .. | 3 | .. | .. | .. | 3 |
| 14. Miscellaneous | 1 | 10 | 8 | 1,867 | 9 | 31 | 18 | 1,908 | .. | .. | .. | 10 | .. | .. | .. | 10 |
| Total | 2 | 25 | 22 | 6,599 | 23 | 84 | 47 | 6,708 | .. | .. | .. | 14 | 2 | .. | 2 | 14 |

DIX D (iv).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

| CLASS III RAILWAYS. | | | | | | | | TOTAL ALL RAILWAYS. | | | | | | | | Class of accident. |
|---------------------|-----------|-------------------|-----------|----------------|-----------|--|--|---------------------|-----------|-------------------|-----------|----------------|-----------|--|--|--|
| PASSENGERS. | | RAILWAY SERVANTS. | | OTHER PERSONS. | | TOTAL. | | PASSENGERS. | | RAILWAY SERVANTS. | | OTHER PERSONS. | | TOTAL. | | |
| Killed. | In-jured. | Killed. | In-jured. | Killed. | In-jured. | Killed. (Cols. 344, 346 and 348.) | In-jured. (Cols. 345, 347 and 349.) | Killed. | In-jured. | Killed. | In-jured. | Killed. | In-jured. | Killed. (Cols. 352, 354 and 356.) | In-jured. (Cols. 353, 355 and 357.) | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 344 | 345 | 346 | 347 | 348 | 349 | 350 | 351 | 352 | 353 | 354 | 355 | 356 | 357 | 358 | 359 | 360 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. | 7 | .. | .. | .. | 12 | 1. Ascending or descending steps at stations. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 22 | .. | 1 | .. | 23 | 2. Being struck by barrows, by falling over packages, etc., on platform. |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | .. | 4 | .. | .. | 1 | 5 | 3. Falling off platforms. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | 791 | 1 | 11 | 5 | 802 | 4. Loading, unloading or sheeting wagons. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 231 | .. | 3 | .. | 234 | 5. Moving or carrying goods at stations, etc. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 80 | .. | .. | 2 | 80 | 6. Working at cranes or capstans. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 272 | .. | 6 | .. | 278 | 7. Falling off wagon doors, lamps, bales of goods, etc. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 284 | .. | 1 | 2 | 285 | 8. Falling off, or getting on or off, stationary engines or vehicles. |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 5 | 142 | 7 | 11 | 12 | 154 | 9. Falling off platforms, ladders, scaffolds, etc. | |
| 1 | 2 | .. | 2 | .. | .. | 1 | 4 | 1 | 10 | .. | 145 | 7 | 15 | 8 | 170 | 10. Stumbling whilst walking on the line or platforms. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,769 | .. | .. | .. | 1,769 | 11. Attending to stationary engines in sheds. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | .. | .. | 3 | 12. Being trampled on or kicked by horses. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 988 | 1 | 5 | 2 | 993 | 13. Working on the line or in sidings. |
| .. | .. | .. | 3 | .. | .. | .. | 3 | 1 | 10 | 8 | 1,880 | 9 | 31 | 18 | 1,921 | 14. Miscellaneous. |
| 1 | 2 | .. | 5 | .. | .. | 1 | 7 | 3 | 27 | 22 | 6,618 | 25 | 84 | 50 | 6,729 | Total. |

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1935-36
[The figures in this statement represent the number of railway servants

| Railway system | Misadventure or accidental | | | | Want of caution or misconduct on the part of the injured person. | | | | Want of caution or breach of rules, etc., on the part of servants other than the persons injured. | | | |
|-----------------------------------|----------------------------|------------------------------|----------|------------------------------|--|------------------------------|----------|------------------------------|---|------------------------------|----------|------------------------------|
| | Killed. | Percent- age of total. | Injured. | Percent- age of total. | Killed. | Percent- age of total. | Injured. | Percent- age of total. | Killed. | Percent- age of total. | Injured. | Percent- age of total. |
| 361 | 362 | 363 | 364 | 365 | 366 | 367 | 368 | 369 | 370 | 371 | 372 | 373 |
| Assam-Bengal | .. | .. | 5 | 62.5 | 2 | 100.0 | 3 | 37.5 | .. | .. | .. | .. |
| Bengal and North-Western | 1 | 33.3 | 9 | 37.5 | 2 | 66.7 | 15 | 62.5 | .. | .. | .. | .. |
| Bengal-Nagpur | 1 | 12.5 | 1 | 5.88 | 7 | 87.5 | 16 | 94.1 | .. | .. | .. | .. |
| Bombay, Baroda and Central India. | 8 | 53.3 | 186 | 82.7 | 7 | 46.7 | 30 | 13.3 | .. | .. | 9 | 4.00 |
| Burma | 5 | 55.6 | 69 | 92.0 | 4 | 44.4 | 6 | 8.00 | .. | .. | .. | .. |
| Eastern Bengal | 5 | 26.3 | 38 | 42.7 | 14 | 73.7 | 49 | 55.1 | .. | .. | 2 | 2.25 |
| East Indian | 42 | 93.3 | 534 | 99.4 | 2 | 4.44 | .. | .. | 1 | 2.22 | 3 | 0.56 |
| Great Indian Peninsula | 17 | 73.9 | 659 | 96.5 | 6 | 26.1 | 15 | 2.20 | .. | .. | 9 | 1.32 |
| Jodhpur | 1 | 100.0 | .. | .. | .. | .. | 5 | 100.0 | .. | .. | .. | .. |
| Madras and Southern Mahratta | 3 | 75.0 | 163 | 90.6 | 1 | 25.0 | 17 | 9.44 | .. | .. | .. | .. |
| Nizam's State | 5 | 62.5 | 25 | 62.5 | 3 | 37.5 | 15 | 37.5 | .. | .. | .. | .. |
| North Western | 19 | 100.0 | 343 | 99.4 | .. | .. | 2 | 0.58 | .. | .. | .. | .. |
| Rohilkund and Kumaon | .. | .. | .. | .. | 1 | 100.0 | 3 | 100.0 | .. | .. | .. | .. |
| South Indian | 3 | 100.0 | 26 | 83.9 | .. | .. | 5 | 16.1 | .. | .. | .. | .. |
| Total | 110 | 68.8 | 2,058 | 91.0 | 49 | 30.6 | 181 | 8.00 | 1 | 0.63 | 23 | 1.42 |

DIX D (v).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii).]

| Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working. | | | | Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc. | | | | TOTAL. | | Railway system. |
|--|-------------------------------------|-----------------|-------------------------------------|---|-------------------------------------|-----------------|-------------------------------------|--|---|------------------------------------|
| Killed. 374 | Percent- age of total. 375 | Injured. 376 | Percent- age of total. 377 | Killed. 378 | Percent- age of total. 379 | Injured. 380 | Percent- age of total. 381 | Killed. (Cols. 362, 366, 370, 374 and 378.) 382 | Injured. (Cols. 364, 368, 372, 376 and 380.) 383 | |
| .. | .. | .. | .. | .. | .. | .. | .. | 2 | 8 | Assam-Bengal. |
| .. | .. | .. | .. | .. | .. | .. | .. | 3 | 24 | Bengal and North-Western |
| .. | .. | .. | .. | .. | .. | .. | .. | 8 | 17 | Bengal-Nagpur. |
| .. | .. | .. | .. | .. | .. | .. | .. | 15 | 225 | Bombay, Baroda and Centr India. |
| .. | .. | .. | .. | .. | .. | .. | .. | 9 | 75 | Burma. |
| .. | .. | .. | .. | .. | .. | .. | .. | 19 | 89 | Eastern Bengal. |
| .. | .. | .. | .. | .. | .. | .. | .. | 45 | 537 | East Indian. |
| .. | .. | .. | .. | .. | .. | .. | .. | 23 | 683 | Great Indian Peninsula. |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 5 | Jodhpur. |
| .. | .. | .. | .. | .. | .. | .. | .. | 4 | 180 | Madras and Southern Mah- ratta. |
| .. | .. | .. | .. | .. | .. | .. | .. | 8 | 40 | Nizam's State. |
| .. | .. | .. | .. | .. | .. | .. | .. | 19 | 345 | North Western. |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 3 | Rohilkund and Kumaon. |
| .. | .. | .. | .. | .. | .. | .. | .. | 3 | 31 | South Indian. |
| .. | .. | .. | .. | .. | .. | .. | .. | 160 | 2,262 | Total. |

Number of accidents which occurred during the year 1935-36 in Railway Workshops

| Number of accidents and number of persons killed or injured. | Particulars. | Class I | | | | | | | |
|---|--------------|---------------|---------------------------|-----------------|-----------------------------------|--------|-----------------|--------------|-------------------------|
| | | Assam Bengal. | Bengal and North-Western. | Bengal Nag-pur. | Bombay, Baroda and Central India. | Burma. | Eastern Bengal. | East Indian. | Great Indian Peninsula. |
| 385 | 386 | 387 | 388 | 389 | 390 | 391 | 392 | 393 | 394 |
| (a) Total number of accidents.. | .. | 2 | 14 | 51 | 2,063 | 74 | 398 | 1,916 | 1,365 |
| <i>(b) Affecting Railway Servants.</i> | | | | | | | | | |
| 1. Railway workshops .. | Killed .. | .. | .. | .. | 1 | .. | 1 | 6 | .. |
| | Injured .. | .. | 3 | 47 | 2,062 | 66 | 390 | 1,896 | 1,365 |
| 2. New works not opened for traffic. | Killed .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Injured .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. Lines under construction .. | Killed .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Injured .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 4. Lines not used for the public carriage of passengers, animals and goods. | Killed .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Injured .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 5. Steamers or flats working in connection with the railway. | Killed .. | 1 | .. | 1 | .. | .. | .. | .. | .. |
| | Injured .. | 1 | 1 | .. | .. | .. | .. | .. | .. |
| Total (b) .. | Killed .. | 1 | .. | 1 | 1 | .. | 1 | 6 | .. |
| | Injured .. | 1 | 4 | 47 | 2,062 | 66 | 390 | 1,896 | 1,365 |
| <i>(c) Affecting other persons.</i> | | | | | | | | | |
| 1. Railway workshops .. | Killed .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Injured .. | .. | .. | .. | .. | .. | 1 | 12 | .. |
| 2. New works, not opened for traffic. | Killed .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Injured .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. Lines under construction .. | Killed .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Injured .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| 4. Lines not used for the public carriage of passengers, animals and goods. | Killed .. | .. | .. | 1 | .. | .. | .. | .. | .. |
| | Injured .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 5. Steamers or flats working in connection with the railway. | Killed .. | .. | 1 | .. | .. | .. | .. | .. | .. |
| | Injured .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total (c) .. | Killed .. | .. | 1 | 1 | .. | .. | .. | .. | .. |
| | Injured .. | .. | .. | .. | .. | .. | 1 | 13 | .. |
| (d) GRAND TOTAL = (b + c) | Killed .. | 1 | 1 | 2 | 1 | .. | 1 | 6 | .. |
| | Injured .. | 1 | 4 | 47 | 2,062 | 66 | 391 | 1,909 | 1,365 |

DIX D (vi).

and certain other places and the number of Railway servants and other persons killed or injured.

| Railways. | | | | | | | | | | No. of accidents and No. of persons killed and injured. |
|-----------|-------------------------------|----------------|----------------|-----------------------|---------------|-------------------------|--------------------------|---------------------------|--|---|
| Jodhpur. | Madras and Southern Mahratta. | Nizam's State. | North Western. | Rohilkund and Kumaon. | South Indian. | Total class I Railways. | Total class II Railways. | Total class III Railways. | Total all Railways (columns 401, 402 and 403). | |
| 395 | 396 | 397 | 398 | 399 | 400 | 401 | 402 | 403 | 404 | 405 |
| .. | 506 | 668 | 737 | 6 | 324 | 8,124 | 67 | .. | 8,191 | (a) Total number of accidents. |
| .. | 2 | .. | .. | .. | .. | 10 | .. | .. | 10 | (b) Affecting Railway Servants. |
| .. | 504 | 668 | 737 | 6 | 323 | 8,067 | 67 | .. | 8,134 | Killed } 1 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | Injured } 1 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | Killed } 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | Injured } 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | Killed } 3 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | Injured } 3 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | Killed } 4 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | Injured } 4 |
| .. | .. | .. | .. | .. | .. | 2 | .. | .. | 2 | Killed } 5 |
| .. | .. | .. | .. | .. | .. | 2 | .. | .. | 2 | Injured } 5 |
| .. | 2 | .. | .. | .. | .. | 12 | .. | .. | 12 | Killed } Total (b). |
| .. | 504 | 668 | 737 | 6 | 323 | 8,069 | 67 | .. | 8,136 | Injured } Total (b). |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (c) Affecting other persons. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | Killed } 1 |
| .. | .. | .. | .. | .. | .. | 13 | .. | .. | 13 | Injured } 1 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | Killed } 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | Injured } 2 |
| .. | .. | .. | .. | .. | 1 | 1 | .. | .. | 1 | Killed } 3 |
| .. | .. | .. | .. | .. | .. | 1 | .. | .. | 1 | Injured } 3 |
| .. | .. | .. | .. | .. | .. | 1 | .. | .. | 1 | Killed } 4 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | Injured } 4 |
| .. | .. | .. | .. | .. | .. | 1 | .. | .. | 1 | Killed } 5 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | Injured } 5 |
| .. | .. | .. | .. | .. | 1 | 3 | .. | .. | 3 | Killed } Total (c). |
| .. | .. | .. | .. | .. | .. | 14 | .. | .. | 14 | Injured } Total (c). |
| .. | 2 | .. | .. | .. | 1 | 15 | .. | .. | 15 | Killed } GRAND TOTAL (d) |
| .. | 504 | 668 | 737 | 6 | 323 | 8,083 | 67 | .. | 8,150 | Injured } GRAND TOTAL (d) |

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

| Railway system. | Gauge. | Locomotives. | | Coaching vehicles (including brake vans used exclusively on passenger service). | | | Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks). | | |
|---|----------------------------|------------------------|---|---|---------------------------------------|--------------------------------------|--|---------------------------------------|--------------------------------------|
| | | Total No. on the line. | Percentage of number fitted with automatic brakes to the total No. on the line. | Total number. | Percentage of number braked on total. | Percentage of number piped on total. | Total number. | Percentage of number braked on total. | Percentage of number piped on total. |
| CLASS I RAILWAYS. | | | | | | | | | |
| Assam-Bengal | 3' 3½" | 204 | 97.1 | 842 | 95.7 | 2.85 | 5,776 | 87.9 | 2.29 |
| Bengal and North-Western | 3' 3½" | 392 | 71.7 | 1,571 | 66.7 | 13.6 | 12,229 | Nil | 0.83 |
| Bengal Nagpur | { 5' 6" 2' 6" | 670 115 | 99.9 93.0 | 1,164 433 | 95.9 91.2 | 4.12 Nil | 23,119 1,989 | 75.7 87.0 | 24.3 0.10 |
| Bombay, Baroda and Central India. | { 5' 6" 3' 3½" 2' 6" | 363 461 26 | 100.0 100.0 Nil | 1,940 1,489 68 | 100.0 99.9 Nil | Nil 0.07 Nil | 9,963 9,301 329 | 92.3 34.7 Nil | 4.93 11.5 Nil |
| Burma | 3' 3½" | 389 | 99.5 | 1,306 | 86.2 | 5.28 | 9,619 | 41.1 | 1.62 |
| Eastern Bengal | { 5' 6" 3' 3½" 2' 6" | 302 212 10 | 100.0 100.0 Nil | 1,037 1,001 48 | 99.7 87.7 Nil | 0.29 12.3 Nil | 8,310 5,596 27 | 57.3 36.5 Nil | 42.1 2.45 Nil |
| East Indian | 5' 6" | 1,584 | 99.2 | 3,413 | 98.7 | 1.05 | 51,285 | 77.7 | 19.9 |
| Great Indian Peninsula | { 5' 6" 2' 6" | 728 22 | 100.0 Nil | 2,105 52 | 100.0 Nil | Nil Nil | 19,506 235 | 92.2 Nil | 7.40 Nil |
| Jodhpur | 3' 3½" | 107 | 77.6 | 335 | 82.1 | 3.28 | 2,689 | 4.06 | 1.26 |
| Madras and Southern Mahratta. | { 5' 6" 3' 3½" | 301 355 | 99.3 74.9 | 980 1,108 | 97.4 87.1 | 2.55 5.78 | 6,453 7,875 | 80.7 3.01 | 19.2 41.8 |
| Nizam's State | { 5' 6" 3' 3½" | 85 87 | 100.0 85.1 | 192 191 | 99.0 100.0 | 1.00 Nil | 2,286 1,501 | 74.7 33.8 | 23.3 1.13 |
| North Western | { 5' 6" 2' 6" | 1,240 101 | 99.2 Nil | 3,783 373 | 99.0 88.2 | 0.92 Nil | 29,241 910 | 91.9 75.4 | 8.02 0.77 |
| Rohilkund and Kumaon | 3' 3½" | 76 | 69.7 | 227 | 54.2 | 15.9 | 2,959 | 0.91 | 0.30 |
| South Indian | { 5' 6" 3' 3½" 2' 6" | 153 387 11 | 100.0 100.0 54.5 | 450 1,475 35 | 97.3 93.6 Nil | 2.67 4.70 Nil | 2,511 6,790 78 | 80.3 4.00 Nil | 18.8 3.95 Nil |
| Total | | 8,381 | 94.5 | 24,598 | 93.0 | 3.13 | 220,577 | 64.8 | 14.1 |
| CLASS II RAILWAYS. | | | | | | | | | |
| Barri Light | 2' 6" | 36 | 83.3 | 122 | 100.0 | Nil | 286 | 43.7 | 56.3 |
| Bengal Doars | 3' 3½" | 19 | 47.4 | 72 | 15.3 | 40.3 | 450 | 0.22 | Nil |
| Bhavnagar State | 3' 3½" | 37 | 75.7 | 192 | 90.1 | 7.81 | 1,100 | 0.36 | 1.18 |
| Bikaner State | 3' 3½" | 54 | 50.0 | 184 | 32.1 | 15.8 | 1,258 | 6.12 | 0.24 |
| Darjeeling Himalayan | 2' 0" | 35 | 2.90 | 129 | 100.0 | Nil | 527 | 100.0 | Nil |
| Dibru Sadiya | 3' 3½" | 27 | 96.2 | 64 | 89.0 | 17.1 | 1,208 | 35.5 | 73.3 |
| Gaekwar's Baroda State | { 3' 3½" 2' 6" | 22 38 | 95.5 Nil | 86 167 | 98.8 Nil | 1.16 Nil | 317 878 | 20.5 Nil | 2.84 Nil |
| Gondal | 3' 3½" | 20 | 100.0 | 110 | 91.8 | 8.18 | 411 | 0.24 | 3.41 |
| Jamnagar and Dwarka | 3' 3½" | 17 | 70.6 | 75 | 70.7 | 93.3 | 604 | 95.1 | 7.61 |
| Junagad State | 3' 3½" | 17 | 100.0 | 143 | 93.7 | 5.59 | 360 | 5.83 | 30.8 |
| Morvi | 3' 3½" | 21 | 90.5 | 118 | 97.5 | 2.54 | 312 | 3.52 | 5.13 |
| Mysore | { 3' 3½" 2' 6" 2' 0" | 47 10 6 | 89.4 90.0 Nil | 186 30 5 | 90.0 10.0 Nil | 6.20 Nil Nil | 597 88 52 | 63.0 3.00 Nil | 2.00 96.0 Nil |
| Shahdara (Delhi)-Saharanpur | 2' 6" | 10 | Nil | 49 | Nil | Nil | 157 | Nil | Nil |
| Total | | 416 | 62.7 | 1,732 | 69.9 | 10.7 | 8,605 | 24.8 | 15.7 |
| GRAND TOTAL (CLASS I & II RLYS.) | | 8,797 | 93.0 | 26,330 | 91.5 | 3.63 | 229,182 | 63.3 | 14.2 |

† Includes 48 Trailer Coaches (Electric).

‡ Includes 2 Steam Coaches.

‡ Includes 120 Trailer Coaches (Electric).

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1936.

| Passenger vehicles fitted for lighting with gas or electricity. | | | Lower class carriages provided with latrine accommodation for passengers. | | | | Percentage of vehicles provided with latrine accommodation on the total number in each. | | | | Railway-system. |
|---|---|---|---|--------------|--|--------|---|--------------|--|--------|----------------------------------|
| Total number suitable for lighting. | Percentage of number lighted with gas on total. | Percentage of number lighted with electricity on total. | Intermediate class. | Third class. | Composites containing Intermediate or Third Class accommodation. | Total. | Intermediate class. | Third class. | Composites containing Intermediate or Third Class accommodation. | Total. | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | |
| 22 | | | | | | | | | | | CLASS I RAILWAYS. |
| 716 | Nil | 91.9 | Nil | 227 | 221 | 448 | Nil | 100.0 | 99.5 | 99.8 | Assam Bengal. |
| 1,354 | Nil | 100.0 | 60 | 492 | 78 | 630 | 100.0 | 48.4 | 100.0 | 54.6 | Bengal and North Western. |
| (b) 883 | 6.68 | 93.3 | 63 | 390 | 180 | 633 | 100.0 | 98.0 | 97.3 | 98.0 | } Bengal Nagpur. |
| (b) 395 | Nil | 91.4 | 11 | 184 | 51 | 246 | 100.0 | 82.9 | 58.6 | 76.9 | |
| 743 | Nil | 100.0 | Nil | 286 | 131 | 417 | Nil | 94.7 | 69.9 | 80.7 | } Bombay, Baroda Central India. |
| 1,275 | Nil | 100.0 | Nil | 662 | 246 | 908 | Nil | 89.6 | 100.0 | 92.2 | |
| 68 | Nil | 33.8 | Nil | 31 | 23 | 54 | Nil | 73.8 | 100.0 | 83.1 | |
| 1,001 | Nil | 87.2 | Nil | 444 | 272 | 716 | Nil | 89.9 | 88.9 | 89.5 | Burma. |
| 769 | Nil | 100.0 | 5 | 176 | 227 | 408 | 100.0 | 77.5 | 68.8 | 72.6 | } Eastern Bengal. |
| 785 | Nil | 100.0 | 16 | 325 | 234 | 575 | 100.0 | 100.0 | 100.0 | 100.0 | |
| 48 | Nil | 12.5 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | |
| (c) 2,842 | 0.70 | 82.1 | 139 | 1,200 | 763 | 2,102 | 100.0 | 96.6 | 97.2 | 97.0 | East Indian. |
| (a) 1,335 | Nil | 100.0 | 1 | 480 | 353 | 834 | 100.0 | 81.9 | 77.4 | 80.0 | } Great Indian Peninsula. |
| 50 | Nil | 100.0 | Nil | 26 | 20 | 46 | Nil | 89.7 | 100.0 | 93.9 | |
| 304 | Nil | 94.4 | 13 | 97 | 110 | 220 | 100.0 | 100.0 | 100.0 | 100.0 | Jodhpur. |
| (e) 717 | Nil | 92.2 | Nil | 286 | 258 | 544 | Nil | 90.5 | 94.5 | 92.4 | } Madras and South Mahratta. |
| (e) 928 | 0.22 | 98.5 | Nil | 420 | 336 | 756 | Nil | 99.8 | 92.1 | 96.2 | |
| 149 | 23.5 | 76.5 | Nil | 62 | 23 | 85 | Nil | 100.0 | 92.0 | 97.7 | } Nizam's State. |
| 158 | 42.4 | 57.6 | Nil | 82 | 22 | 104 | Nil | 100.0 | 84.6 | 96.3 | |
| * 2,781 | Nil | 97.9 | 54 | 1,078 | 839 | 1,971 | 100.0 | 100.0 | 100.0 | 100.0 | } North Western. |
| * 311 | Nil | 81.1 | 8 | 174 | 51 | 233 | 100.0 | 100.0 | 100.0 | 100.0 | |
| 257 | Nil | 93.4 | 3 | 96 | 46 | 145 | 100.0 | 69.1 | 100.0 | 77.1 | Rohilkund and Kumaon |
| 352 | Nil | 94.0 | Nil | 137 | 102 | 239 | Nil | 100.0 | 100.0 | 100.0 | } South Indian. |
| 1,349 | Nil | 93.7 | Nil | 558 | 145 | 703 | Nil | 75.6 | 45.4 | 66.5 | |
| 35 | Nil | 100.0 | Nil | 8 | 4 | 12 | Nil | 44.4 | 36.4 | 41.4 | |
| 19,005 | 0.93 | 93.2 | 373 | 7,921 | 4,735 | 13,029 | 100.0 | 86.6 | 88.3 | 87.6 | Total. |
| 23 | | | | | | | | | | | CLASS II RAILWAYS. |
| \$111 | Nil | 100.0 | Nil | 23 | 10 | 33 | Nil | 31.1 | 58.8 | 36.3 | Barsi Light. |
| 64 | Nil | 100.0 | 3 | 17 | 10 | 30 | 100.0 | 50.0 | 100.0 | 63.8 | Bengal Doars. |
| 138 | Nil | 100.0 | Nil | 85 | 13 | 98 | Nil | 100.0 | 100.0 | 100.0 | Bhavnagar State. |
| 147 | Nil | 96.6 | 6 | 89 | 16 | 111 | 100.0 | 100.0 | 100.0 | 100.0 | Bikaner State. |
| 107 | 5.60 | 84.1 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Darjeeling Himalayan. |
| 54 | Nil | 94.4 | Nil | 33 | 12 | 45 | Nil | 100.0 | 100.0 | 100.0 | Dibru Sadiya. |
| 158 | Nil | 100.0 | Nil | 51 | 26 | 77 | Nil | 100.0 | 100.0 | 100.0 | } Gackwar's Baroda State. |
| 315 | Nil | 89.2 | Nil | 75 | 38 | 113 | Nil | 70.8 | 100.0 | 78.5 | |
| 91 | Nil | 100.0 | Nil | 49 | 15 | 64 | Nil | 100.0 | 100.0 | 100.0 | Gondal. |
| 54 | Nil | 100.0 | Nil | 30 | Nil | 30 | Nil | 92.5 | Nil | 92.5 | Jamnagar and Dwarka. |
| 126 | Nil | 100.0 | Nil | 57 | 21 | 78 | Nil | 100.0 | 77.8 | 92.9 | Junagad State. |
| 92 | Nil | 98.9 | Nil | 45 | 15 | 60 | Nil | 100.0 | 83.3 | 95.2 | Morvi. |
| (d) 278 | Nil | 96.0 | Nil | 199 | Nil | 199 | Nil | 100.0 | Nil | 100.0 | } Mysore. |
| (d) 58 | Nil | 98.0 | Nil | 44 | Nil | 44 | Nil | 100.0 | Nil | 100.0 | |
| (d) 10 | Nil | Nil | Nil | 6 | Nil | 6 | Nil | 100.0 | Nil | 100.0 | |
| 53 | Nil | 100.0 | 3 | 12 | 2 | 17 | 100.0 | 28.5 | 100.0 | 36.2 | Shahdara (Delhi)-Saharanpur. |
| 1,856 | 0.32 | 95.6 | 12 | 815 | 178 | 1,005 | 100.0 | 80.2 | 82.8 | 80.9 | Total. |
| 21,461 | 0.88 | 93.4 | 385 | 8,736 | 4,913 | 14,034 | 100.0 | 86.0 | 88.1 | 87.0 | GRAND TOTAL (CLASS I & II RLYS). |

* Includes State Saloons, Store vans, Road vans, Medical vans and Saloons exclusively used for departmental purposes, Military, Dining and Tourist cars.

(a) This figure varies from the total figure of columns 46 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 134 reserved cars and 63 non-passenger carrying vehicles.

(b) Exclude 63 Broad-Gauge and 11 Narrow Gauge Goods Vehicles, respectively, which are included in figures of columns 62 and 9, respectively, of statement 10 of B. N. Ry. (broad and narrow gauges). Also excludes 17 carriages not used for public traffic and includes 2 steam coaches in respect of Broad Gauge and 3 in respect of Narrow Gauge.

(c) Includes 3 steam coaches.

(d) Represent "Units" converted in terms of 4-wheelers in stock.

(e) Exclude 35 and 50 vehicles on the Broad and Metre Gauges, respectively, transferred from Goods Stock as they are not passenger carriages.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1935-36.

| Railway system. | Crime and Order Contribution to Local Government. | WATCH AND WARD. | | Total cost to the Railway. | TOTAL COST. | |
|---|---|------------------|---------------------|----------------------------|--------------------|-------------------|
| | | Watchmen. | Contingen- cies. | | Per Route Mile. | Per Train Mile |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CLASS I. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Assam-Bengal | 49,448 | 91,792 | 1,815 | 1,43,055 | 109·5 | 0·04 |
| Bengal and North-Western | 30,922 | 77,647 | 1,611 | 1,10,180 | 52·2 | 0·01 |
| Bengal Nagpur | 81,850 | 3,98,192 | 19,886 | 4,90,928 | 147·4 | 0·03 |
| Bombay, Baroda and Central India | 2,04,164 | 6,42,066 | 18,095 | 8,64,325 | 234·2 | 0·05 |
| Burma | Nil | 78,871 | 4,868 | 78,739 | 38·2 | 0·01 |
| Eastern Bengal | Nil | 3,60,575 | 18,799 | 3,79,374 | 188·8 | 0·03 |
| East Indian | Nil | 7,25,187 | 54,653 | 7,79,840 | 177·6 | 0·03 |
| Great Indian Peninsula | (a) Nil | 4,12,201 | 17,555 | 4,29,756 | 115·3 | 0·02 |
| Jodhpur | Nil | 22,292 | 3,636 | 25,928 | 24·6 | 0·01 |
| Madras and Southern Mahratta | 2,19,114 | 2,99,057 | 10,248 | 5,28,419 | 163·7 | 0·04 |
| Nizam's State | 1,65,437 | * | 22,995 | 1,88,432 | 139·8 | 0·06 |
| North Western | Nil | 10,86,330 | 17,761 | 11,04,091 | 159·0 | 0·05 |
| Rohilkund and Kumaon | 10,000 | 23,172 | 948 | 34,120 | 59·8 | 0·02 |
| South Indian | 2,09,077 | 1,39,250 | 2,680 | 3,51,016 | 138·6 | 0·03 |
| Total . | 9,70,012 | 43,51,632 | 1,95,559 | 55,17,203 | 143·8 | 0·03 |
| CLASS II | | | | | | |
| Barsi Light | 4,300 | 6,091 | 368 | 10,759 | 53·1 | 0·02 |
| Bengal Doonars | 76 | 7,544 | 130 | 7,750 | 48·2 | 0·02 |
| Bhavnagar State | 13,653 | 12,222 | Nil | 25,875 | 84·3 | 0·04 |
| Bikaner State | 274 | 6,977 | 233 | 7,484 | 9·40 | 0·01 |
| Darjeeling Himalayan | 1,562 | Nil | Nil | 1,562 | 10·7 | 0·00 |
| Dibru Sadiya | Nil | 4,345 | Nil | 4,345 | 50·5 | 0·01 |
| Gaekwar's Baroda State | Nil | 10,201 | 202 | 10,403 | 16·0 | 0·01 |
| Gondal | 10,248 | 9,635 | 35 | 19,918 | 130·7 | 0·05 |
| Jamnagar Dwarka | 1,979 | 3,288 | 24 | 5,291 | 33·6 | 0·02 |
| Junagad State | 5,696 | 1,591 | Nil | 7,287 | 34·6 | 0·02 |
| Morvi | 8,272 | 1,509 | Nil | 9,781 | 74·0 | 0·02 |
| Mysore | Nil | 8,582 | Nil | 8,582 | 18·6 | 0·01 |
| Shahdara (Delhi)-Saharanpur Light | Nil | 4,732 | 238 | 4,970 | 53·7 | 0·04 |
| Total . | 46,060 | 76,717 | 1,230 | 1,24,007 | 35·0 | 0·02 |
| †Class III Total . | 14,053 | 12,753 | 212 | 27,018 | 22·4 | 0·01 |
| GRAND TOTAL . | 10,30,125 | 44,41,102 | 1,97,001 | 56,68,228 | 131·5 | 0·03 |

* Included in column 2.

† Does not include figures for Jessore Jhenidah Ry. as the information is not available.

(a) The payment of contribution to H. E. H. the Nizam's Government, for Crime and Order Police has been discontinued with effect from the year 1930-31 vide Railway Board's letter No. 2666-F. of 3rd September 1935 but the credit for the contributions already made, has not been received in this year.

